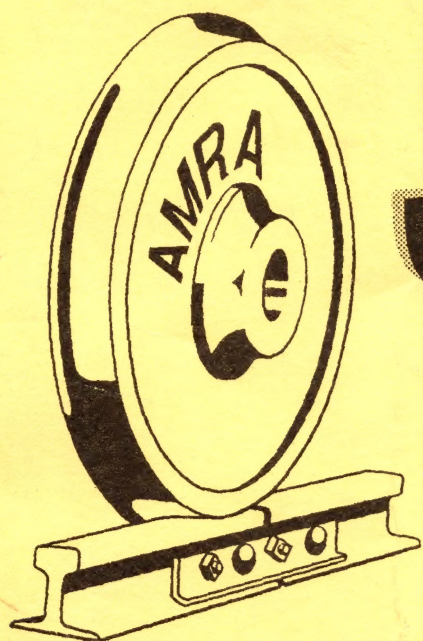


Australian Model Railway Association



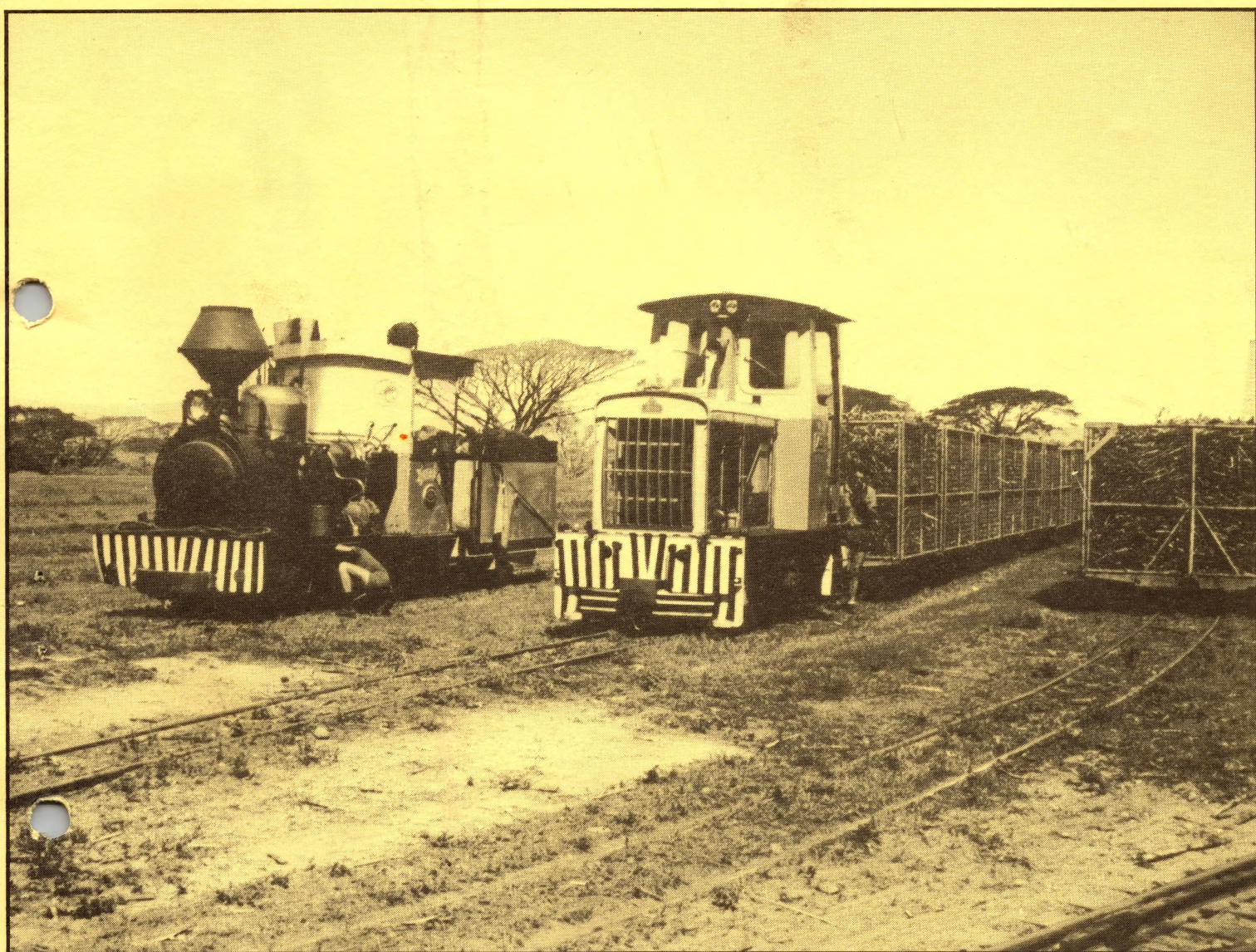
# JOURNAL

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Volume 43      Number 222







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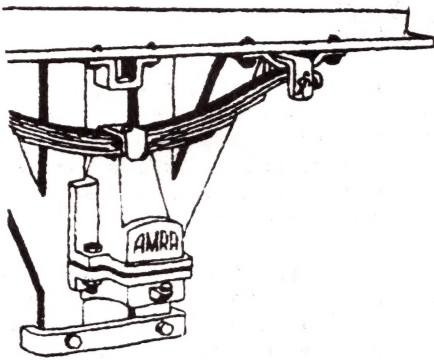
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# JOURNAL BOX...

## From the Managing Editor

In the W. A. State News are two letters in reply to a member's letter to "The Branchline". I did not reprint the original letter as I did not wish to publish criticism of one Branch in particular.

The replies I have reprinted in this issue raise some very interesting points. One of the difficult problems we face is how to welcome new members and get them involved in Branch activities. It would seem at first glance is that the onus is on the existing members and their elected committee. However, this ignores one important fact - most activities, particularly those involving work on a club layout, are of an ongoing nature. Unless the layout is at a very early stage, the offer of casual help is not of much use, unless it is simply to be a "gofer" or to "hold this please while I screw this joint" type of work.

The way I recommend new members to overcome the problem is first to take time to take in all of what's going on, maybe over a month, then try to select an activity in which you think you may be able to offer some skill. Once you have started that activity, you will find others opening up. But please be patient. There are some members who go to a club to do work for their own satisfaction and are not particularly interested in interrupting their own work to help others. Others are more than anxious to assist the new member and enjoy nothing more than a chin wag and a break from some arduous task.

So remember, for the new member, try to be patient and the old member must try to assist and be tolerant.

**Roger Lloyd  
Managing Editor**

## On the Cover

In this photo taken by John Elsol in 1972 we have a new and old scene at Victoria Mill. On the left is the small Hudswell Clark 0-6-0 loco 'Homebush'. This loco is preserved at the mill and steamed up each year for special occasions. The loco was built in 1914, number 1067. On the right is an unusual Malcolm Moore 0-6-0 DH loco built in 1956. All other MM locos in the industry are the Army WWII 4 wheel tractors, like 'Sandy' preserved at Nambour's Moreton Sugar mill.

## Contents

Secretary's Desk .....	Page 114
More Fun With Relays - Part 5 - Cab Control .....	Page 115
Boilers and Headlights .....	Page 118
Vale - Robert George Wardrop .....	Page 118
1994 Brisbane AMRA Exhibition .....	Page 119
It Occurs to Me .....	Page 121
Financial Statement .....	Page 122
Have You Seen .....	Page 123
<b>State News</b>	
Queensland .....	Page 124
Victoria .....	Page 124
New South Wales .....	Page 126
Western Australia .....	Page 129

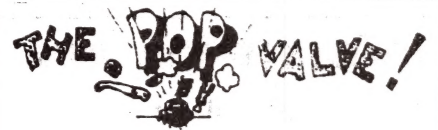
## Editorial Deadlines

The deadlines for the next issue will be 10th October for hand written articles, 20th October for neatly typed articles and State News, 25th October for articles on floppy disk (IBM format either 3½ or 5¼) and 14th September for addresses and envelopes. Collating and posting is expected on 21st November.

NOTE: these deadlines are a little earlier than normal.

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Dear Roger

In the last issue there is a reference to the four famous British Railway clergymen. In the latest issue of the English magazine, GardenRail, the proprietor of the live steam loco manufacturers, Steamlines Ltd, Tom Cooper, in his regular column, mentions that he is bringing out a range of pewter figures for large scale garden railways, the first of which is to be 'TEDDY BOSTON' figure!

**Neil R Riches**

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# Secretarys Desk

A question asked by many members is - What do you get for your Federal Subscription? Since this question seems to be asked quite a lot lately, I will attempt to provide an answer, so read on.

The \$15 per year (or \$23 for new members) is an affiliation fee only. This fee is paid to give you membership of the Australian Model Railway Association. The payment of this affiliation fee entitles you to the benefits of being a member of AMRA. These benefits include -

- 1) the initial literature and badge sent to members when they first join (hence the additional \$8 joining fee making a total of \$23 for the year),
- 2) copies of every Journal produced during the year (currently six) posted to you,
- 3) a copy of the AMRA standards and the members file (filled with all sorts of information about model railways),
- 4) a layout registration certificate,
- 5) members information sheets to request information about anything to do with model railways,
- 6) membership of a National organisation.

Membership of also gives you automatic membership of your local state branch and give you access to all of the benefits that they provide. The state branches are affiliated to AMRA through the affiliation fees paid to by the members in their state. They

are required to be self funding because not all members are able to take advantage of the facilities provided by their state branch and so in fairness to the country members we do not charge a state membership fee.

State branches may raise funds through any means they so desire (except by charging a membership fee). The branches usually raise funds through charging of attendance fees for meetings held in their clubrooms, and also through the running of exhibitions. This money is raised by those who participate in the branch activities and is used to their benefit. This is all in accordance with the Federal and State constitutions.

And now for a change of subject.

There have been a number of letters written recently regarding the copyright of railway videotapes. I think that it is important that we all be aware of what the situation actually is rather than what we might wish it to be. A number of my own railway videos come with the following copyright notice at the start of the tape (highlighted sentence is highlighted on the tape).

"This videocassette and its contents is the copyright property of

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it is sold under the express condition that it

may not be copied, altered, resold or hired out in any circumstances. *This copy may not be shown to a club audience.* Special licenced copies are available from the copyright holder. Any breach of these conditions will be prosecuted."

Most if not all railway videotapes will come with a similar copyright. This means that if a branch wishes to show videos in the clubroom (whether the videos be owned by the club or by members) that special permission needs to be sought from the copyright holder beforehand. The copyright also does not permit the hiring of club owned videos to members. The copyright does not appear to restrict the loaning of videos provided that no charge is made. Copying of videos whether by the club or individual members is also not permitted.

If in doubt regarding the actual copyright conditions applying to a particular tape then you ought to check with the company that sold you the tape. They will be able to tell you what the conditions are.

Let's be careful about protecting the copyrights on railway videos. The copyright holders are entitled to take legal action to protect their interests, and more importantly the amount that we pay provides them with the funds to produce more railway videos in the future.

## Information and Directory of Office Holders - AMRA

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(Corrections, additions to the directory would be most welcome. Please send them to the Managing Editor)



# More Fun With Relays - Part 5

by Allan Dowel

## Cab Control

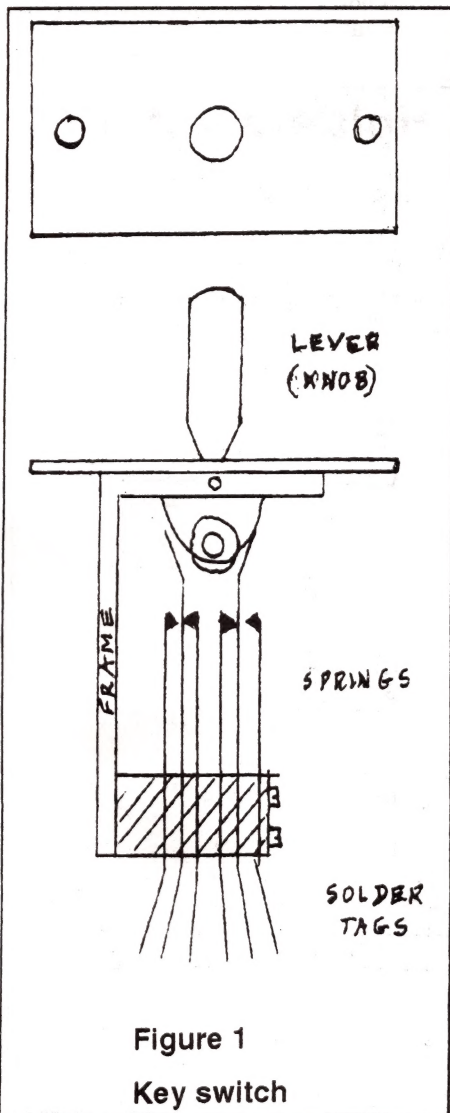
I was a bit slow in getting this final part to Rex, and guess what? I opened the May/June edition of Journal to find the article on Cab Control by Steve Chapman.

My first reaction was "the so-and-so has stolen my thunder", as this article is also cab control. However, upon reading Steve's excellent article, I realised that he has saved me explaining what cab control is all about and that he has covered the needs of a small to medium sized layout, whereas my articles are based on the Melbourne Model Railway Society layout experience and are, therefore, applicable to medium to large sized layouts.

So, if you have not read Steve's article, please do so before proceeding with mine.

In truth, if you do not intend to run more than two trains on 'main lines' and one shunting in the main station simultaneously, then use Steve's article, except for a couple of tips I would like to add:

1. Try to get some telephone 'key-switches'. There are stacks of these on the junk market at giveaway prices. They look something like Figure 1.



They are 'double throw centre off switches' as called for in Steve's article, but they have many extra contact sets for other purposes. In fact, the minimum number of contact sets provided are usually twice what I have shown above, and often 4 times (2 rows).

If the key switches you can get are 'spring return' on one side, they can be simply modified into a 'lock both sides' condition by:

- removing two little brass mushrooms inside the frame and
- bending the ends of the lever springs on that side to match the existing locking side.

2. A control panel is easier to operate if it is 'diagrammatic'. That is, tracks are represented on the panel by (say) Dymo-tape. The key switches (or other 3 position switches) are set in the diagram at the appropriate place. See Figure 2.

Incidentally, with this system, it is impossible to switch two controllers to the one track section- the hazard described by Steve.

3. Wire the key switches as shown in Figure 2 (for two controllers) or Figure 3 (for station sections where a third controller can shunt).

If you study Figure 2, you will see that either controller can be connected to any track section, so a 'route' is set up for a controller by switching the desired switches towards that controller.

In Figure 3, I have shown a typical station area. These switches are wired a little

differently to those in Figure 2, so that shunting (using a third loco) can take place in the station area, by leaving the switches in the centre position: (Of course, this can only be achieved using the telephone type switch.)

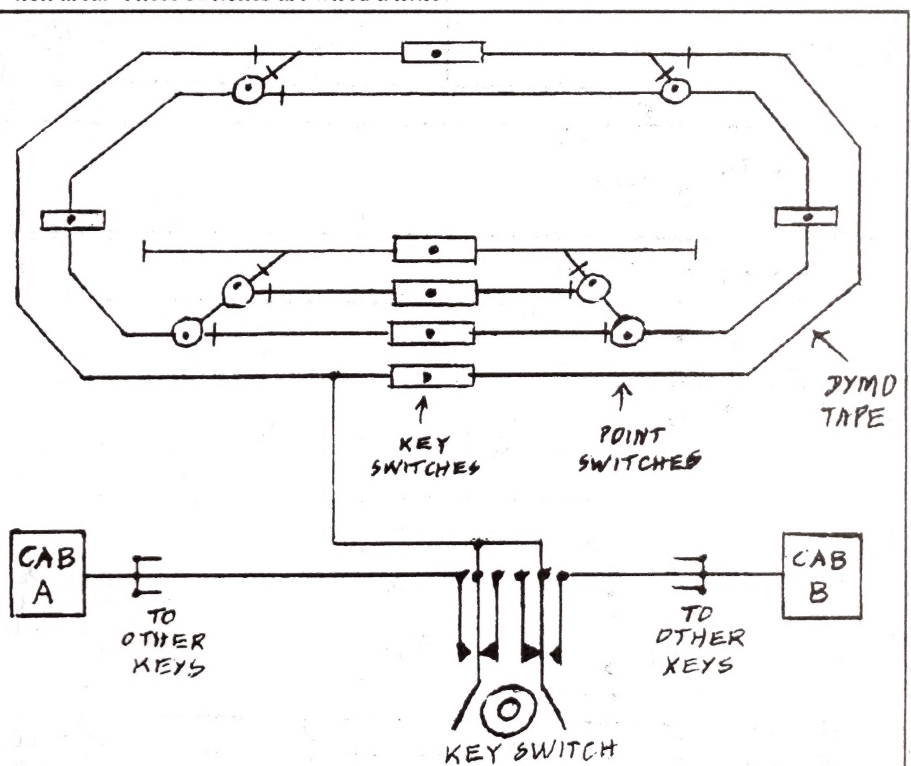
Operation of the key switch to either side will disconnect the local controller from its track section and connect that track section to controller A or B.

Some form of control (verbal or signals) would have to be used to prevent a MAIN LINE driver from entering into the station area before the switch is set for that train.

Also, a simple (SPST) switch on each siding track would be handy in case two locos are left at the station.

### For Larger Layouts

As I said above, this article is really about cab control for larger layouts, where more than two (main line) controllers would be required. I am not in favour of 'despatcher' panels. They may be fine for layouts which are mostly used for 'operating' sessions, but their centralised locations are not suitable for casual running, or if the number of operators is too small to warrant allocating one (expert!) member to the despatcher's panel, which is often deliberately hidden away somewhere. In fact, layouts which I have visited in the US usually have local overriding facilities for controllers, for testing purposes etc.





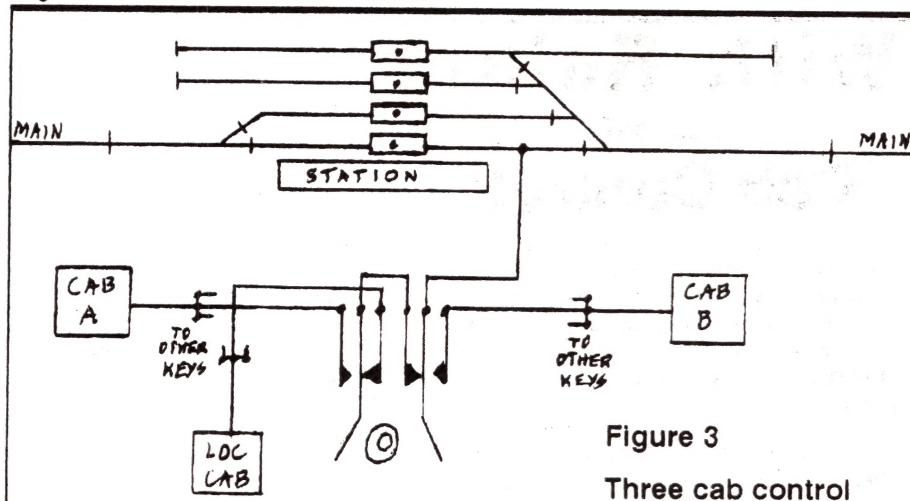


Figure 3  
Three cab control

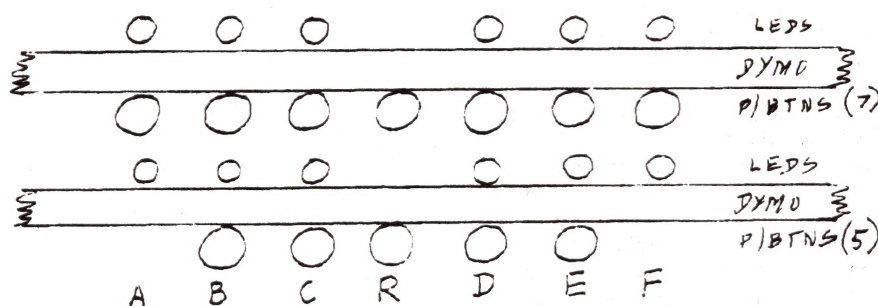


Figure 4 - Pushbuttons and LEDs

I would like to go one step further in control of trains, and prefer 'one signal box per station' in which the operator sets points, sets truck power, then sets signals. When numbers are down, the members can set the panels themselves, before driving their train - very flexible!

On the MMRS layout, we have two stations with four main lines coming in!

I can assure you that when we are running a timetable session, the operators of these two stations are very busy fellas.

At these stations, we need 7 position switches for each track selection:

Main Line Controllers	4
Local (Shunting) Line Controllers	2
Off Position	1
Total	7

This could be done with rotary switches, but I do not favour them for 5 reasons:

1. They are expensive,
2. They are becoming less available,
3. They take up too much space on a diagrammatic panel,
4. They are not designed for the currents we use, and
5. When rotating them, temporary contact is made when passing other controllers. (This can be overcome by adding an ON/OFF switch to each rotary switch - more costs, more jobs - more space!)

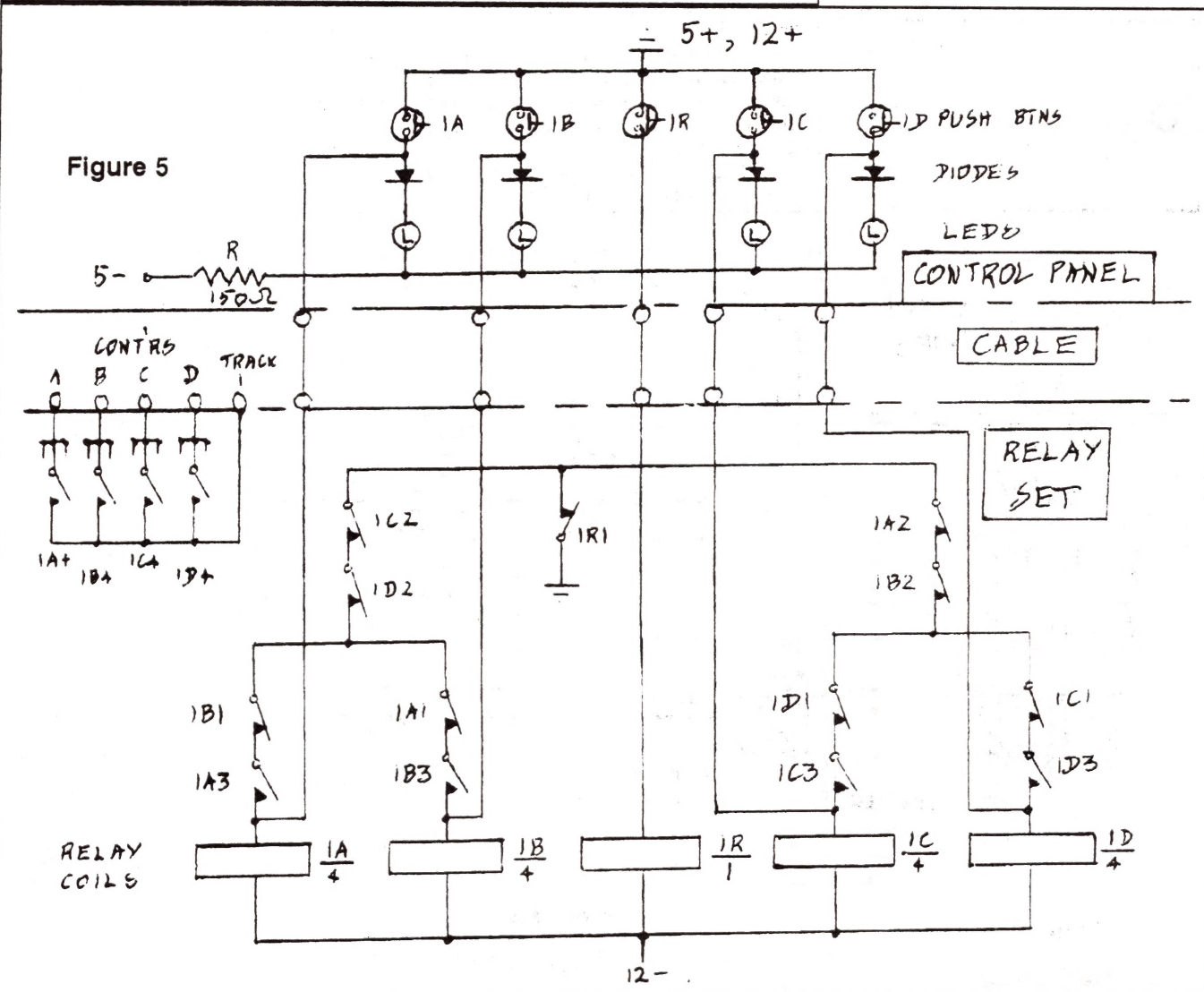
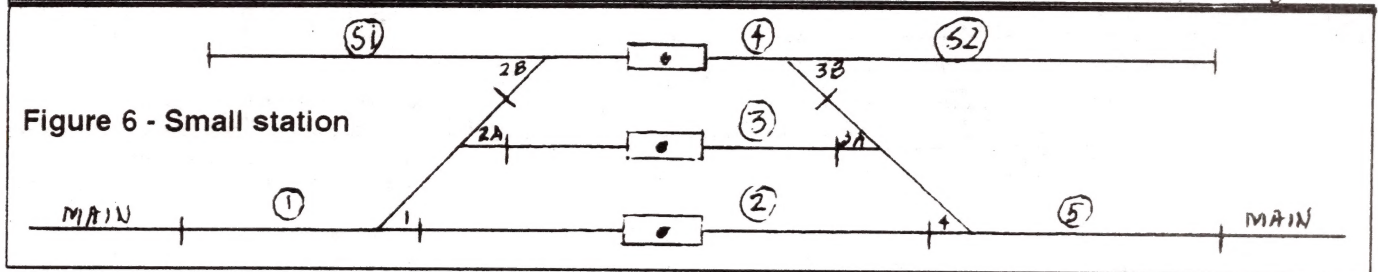


Figure 5



Figure 6 - Small station



## Our Solution

After many years using homemade press button sets (type where you push one and another pops up) our big fire left us with no more intercom telephone push button parts, so we looked for an even better alternative. The final result is a combination of small push buttons (readily available in radio parts shops for about \$1 each), 3 mm red LEDs (about 20 cents each), a resistor (7 cents each), a diode (no cost ex telephone equipment, and mini relays (also no cost, ex telephone equipment).

Full sized relays could be used of course, but they take more space.

Thus, our cost per switch is about:

5 way (2 main lines) \$5.87

7 way (4 main lines) \$8.27

The push buttons and LEDs are mounted on the Dymo track plan (as shown in FIGURE 4).

The diodes and the resistors are mounted on the tags of the buttons and LEDs. The relays are mounted in a relay set below the layout, and connected to the control panel via telephone cable.

The circuit is shown in Figure 5.

## Circuit Description

Press abButton (1A to 1D)

5+ flows through the button and lights the LED through diode DA. LED, R1 to 5-.

12+ flows through the button to the 1A relay which operates.

1A3 locks the A relay operated, via normally making contacts 1B1, 1D2, 1C2 and 1R1.

1A1 releases 1B (if operated)

1A2 releases 1C or 1D (if operated).

1A4 connects controller A to track 1.

The same common return (5+) which holds the relay operated, also goes back to keep the 1A LED glowing.

(Other buttons work similarly).

Any other button pressed (including 1R) will release the 1A relay, and the LED.

The 7 button set is similar, except that there are extra normally making springsets to cover the release of the extra relays (1E

and 1F). Try drawing the circuit yourself. If you can't, let me know. (Your relays have 5 contact units each, so mini relays are out!).

Mini relays mount on a normal relay frame, 3 to a frame, each having their own little coil.

This is a really neat little set-up. Each relay spring has two solid silver contacts to carry the train current.

MMRS can supply the mini relays and cable.

Other parts are all available at radio parts stores.

A red LED glows to show which relay is operated.

## Track Switching

In Part 2 of this series (Relays As Point Motors), I wrote that one function of the point motor was "to route power automatically to the route set. (More on this in Part 5 later)", which, of course, is now.

Switching power to tracks is not a prototypical operation, so, if we have to, keep it simple.

The MMRS control panels have only one switch (as described above) per arrival/departure track (See Figure 6).

Thus a station like Figure 6 has only 3 controller switches, set on tracks 2, 3 and 4. Tracks 1 and 5 get their power through the contacts of the point motors - another advantage of using relay type point motors.

The track power circuit is shown in Figure 7.

Only the 'hot' rail is shown. The other rail is connected to common return.

## Automatic Cab Control

One of the most popular features of the MMRS layout (up to the time of the big fire) was what we loosely termed our LOGIC LINE.

On Friday nights, our general running and visitor nights, half of our main line sections were switched (by one master switch) into what was really a circle of track approximately 30 metres, which was divided electrically into 9 sections. Each section had a

3 colour signal, which was preceded by a 0.9 m stopping rail.

Three members could drive their trains on this line from a centrally located panel, at which there was an overhead panel displaying the conditions of all signals on this line and the positions of each of the 3 trains.

This was very popular with members, who just loved to drive long trains; so popular in fact that we are well into replacing this system with one on which 4 trains can be driven over about 50 metres, divided into 14 track sections.

The system is generally known as AUTOMATIC CAB ADVANCE. A driver is simply connected to the track where his train is located at the start. From then on, as he passes each signal, the controller automatically moves along with him.

Signals likewise, are automatically set, so that each train is followed by two REDs, one YELLOW, then GREEN signals. Passing a yellow shows the speed automatically. A red stops the train (just in case the driver is dreaming).

I am not going to bore you with the circuitry of this system. I mention this as a finale to this series of articles, just to enforce the fun you can have with relays - the LOGIC LINE is in fact operated by about 120 relays.

If anyone is keen to build this system, I would be happy to provide the information to them. They would have to be familiar with relays, relay set wiring, etc.

MMRS could probably supply the relays and relay sets which would be required.

## FINALLY

I hope that I have achieved what I set out to do with this series - showing you how to get MORE FUN WITH RELAYS, be it a relay as a point motor, or a relay in a complex control arrangement.

Telecom is well into changing its exchanges to electronic, so CROSSBAR relays are hitting the junk market in thousands at scrap metal prices - take advantage of this situation for fun!

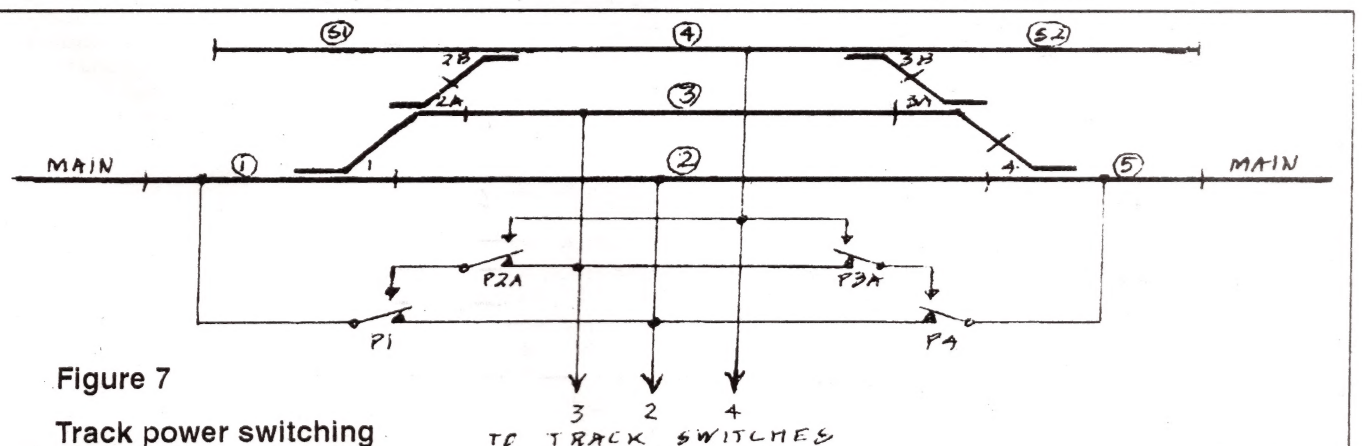


Figure 7

Track power switching



# Boilers and Headlights

One of the most important aspects of model loco building is getting the proportions correct. Most Australian Steam Locomotives had headlights, these were a main feature of the front end of the loco.

The relationship between boiler diameter, headlight and smokestack deserves attention during model construction. Failure to attend to the right look and correct proportions of your front end can spoil an otherwise excellent model.

Provided here is a list of smokebox diameters of Queensland Rail Steam Locomotives and how they relate to models in HO (1/87) and S (1/64) scales.

Queensland Steam Locomotives used mostly Pyle headlights, the older locomotives used the larger 1 7/8" diameter headlights while the later locomotives used the smaller 1 1/4" diameter headlights. But they did get swapped about over the years, also Stones (U.K.) curved back headlights were used, these were common in W.A.G.R., I am not sure on the diameters of this type. The only one I know that still has a Stones headlight is the BB18 1/4 1072 at Lithgow Zig Zag. All the QR preserved steam fleet at Ipswich and Redbank have the larger Pyle lights except for BB18 1/4's 1079 & 1089 which have the smaller Pyle light. Other notable exceptions are the DD17 with its smaller light and the A10, B13 and B13 1/2 locomotives which had kero lights.

For Brass models 'Westons' of West End, Brisbane sell brass in 1/8th Imperial sizes in two thicknesses, 16 gauge (1.6 mm) and 18 gauge (1.3 mm). They do sell in small quantities to modellers, ask to check out the off cuts bin and save on cutting charges.

For 4 1/2" diameter locomotives one could use 7/8" 18 gauge tube (22.2 mm) turned down to 21.4 mm for S scale, while in HO scale 5/8th" 18 gauge tube (16 mm) turned down to 15.7 mm.

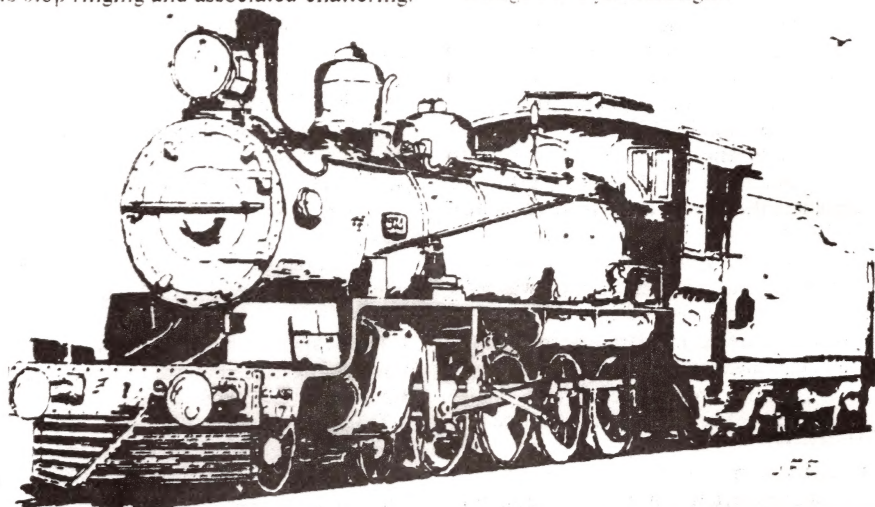
For big boiler locomotives like the C19 & B18 1/2 locomotives one can use for S scale, 1 1/8" 16 gauge tube (28.6 mm) turned down to 25.8 mm, although it will be getting a wee bit thin at 25.8 so it would be best to leave it on the large side at 26 mm. In HO scale a 19 mm boiler is needed, which is just under 3/4". One can also use some old 3/4" PVC electrical conduit or turn down some 20 mm conduit for HO scale.

So it is best to consider all possibilities and do the job right the first time. Also, when turning down brass tube to thin wall thicknesses, stuff the inside with a damp rag to stop ringing and associated chattering.

## Queensland Rail Steam Loco Smokebox Diameters

Class	Wh/Arr	Smoke Box	HO mm	S mm
A10	0-4-2	3'6"	12.3	16.7
B13	4-6-0	4'6"	15.7	21.4
B15c	4-6-0	4'6"	15.7	21.4
PB15	4-6-0	4'6"	15.7	21.4
C16	4-8-0	4'10"	16.9	23
C17	4-8-0	5'	17.5	23.8
C19	4-8-0	5'5"	19	25.8
B18 1/4	4-6-2	5'5"	19	25.8
BB18 1/4	4-6-2	5'5"	19	25.8
DD17	4-6-4	4'10"	16.9	23
AC16	2-8-2	5'1"	17.8	24.2
BG	4-8-2+2-8-4	5'10"	20.4	27.8

In modelling, to achieve the right look of your front end is important. This QR C17 4-8-0 loco has a 5" diameter smokebox and a large 1 7/8" Pyle headlight.



## Vale - Robert George Wardrop

26/6/29 - 10/7/94

Bob Wardrop will be remembered by his friends, colleagues and by railway modelers, for his specific contributions to his chosen career in the electrical and electronics field, for his concern and dedication to his church, and by modellers for his positive and enthusiastic approach to the broad field of railways and railway modelling.

Bob was a very studious and capable student at Balmain Primary School and was dux of his course at Sydney Technical High School. His first thirteen years in the technical work force were with O'Donnell Griffin and the remainder of his career was with Honeywell for thirty-one years. He was held in high esteem for his level of expertise, dedication & reliability, and because of his knowledge and capacity as a lecturer, his standing with Honeywell was such that he was called upon to lecture all technical grades including professional engineers and field technical staff in the commissioning and operation of systems.

In October 1970 AMRA had the good fortune to welcome Bob as a member. In a short time his experience in the electrical and electronics field was adapted to the advantage of model railways and his knowledge and experience was shared with members

at clinics on turntables, signals and controllers. Bob set up the installation of speaker and telephone systems commencing with the Annual Exhibition at the Sydney RAS Showground. He served many terms as a member of the State Committee Of Management including the positions of Secretary and President, in addition to two years' service with the Federal Committee.

The quarterly newsletter "Smoke Signals", which was eventually incorporated in the State News in AMRA "Journal", was originated, edited and produced for a period of four years by Bob with the able assistance of his wife, Dulcie. At short notice, he accepted the demanding position of Annual Exhibition Chairman and carried out that role for a period of four years, until compelled by ill health to step down.

Despite several years of serious medical problems Bob's enthusiasm and his capacity to make notable contributions did not diminish - a recent demonstration was to illustrate the use of a special, if obsolescent to industry, electric motor to operate turnouts and signals on the new exhibition layout. The comment has been made that Bob's special "Aladdin's Cave" collection of equipment for modellers must have been one of the most extensive on record...

Bob was also a member of the Southern Cross Model Railway Association and the NSW Rail Transport Museum. He had a tremendous depth of regard for things railway. He enjoyed studying and lecturing, and his demonstration equipment was always first class in construction and operation. His patience and tolerance as a lecturer was outstanding despite some of our more naive questions. As a token of recognition and because of relative importance for modelers generally, a proposal has been made that a copy of Bob's lecture at the 10th Convention on Modelling the Railways of NSW be issued, with family approval, as an AMRA Members' File on Basic Electronic Controllers.

Bob is survived by Dulcie, Robert, Alan, Colin, their wives and grandchildren. Dulcie intends to keep in touch and remain a member of AMRA. Michael, 11, the oldest of 7 grandchildren, spent many hours with Bob at Rockdale; and Timmy, 2 1/2, is a staunch & very noisy enthusiast for railways and his "Thomas The Tank Engine" model in particular. It will be most fitting for the Wardrop name to be carried on in model railways and specifically in AMRA. Sympathy was expressed by a very significant number of modellers at the funeral where Dulcie and family desired that the order of service would be to celebrate the life of Robert George Wardrop.

Tom Parkes.



# 1994 Brisbane AMRA Exhibition

Once again I have taken it upon myself to tell those interested, via 'The Journal', my impressions of the Brisbane 'Miniature Train Show' for 1994. I would class the weekend as a success, held as in past years in the RNA Horticultural Pavilion, with a number of exhibits housed in the adjoining Wool Pavilion.

The weather was changeable, with showers from time to time. I feel this may have helped to swell the attendance figures, making it almost out of the question for many people to put off for the time being that planned trip to Montville or O'Reillys, or some other tourist spot in South East Queensland. In between the bouts of indifferent weather, there were breaks of ideal weather.

I saw among the viewers, the faces of many regulars who attend every year. Their names are unknown to me, but I usually have a short conversation with them. Some of them are from towns quite a distance from Brisbane. As is usual, I see fellows with whom I worked over the years while I was with Queensland Rail - they bring me up-to-date with the news. A regular attendee well known to all, by the name of Norm Read, was present again this year. Another regular over the years, Peter Sanderson, was back this year after having missed the last two shows due to unforeseen circumstances. Peter, from Ballina, always puts his shoulder to the wheel, helping to keep the exhibition moving. Two visitors, Eric Lyons and Jack Wetzig, were along for a short visit. Both are among the few left of the original founders of what is now AMRA Qld; names such as Suggitt, McTaggart and May, to mention but a few originals.

Some of the well known layouts such as 'North of the Border', 'Wingham', 'Broadford', 'Running Creek', and the Hornby Collectors were absent this year - no doubt the owners of such layouts, having exhibited two or three times, thought it best to give viewers a break. The layouts mentioned, as most people know, were all super layouts, but their places were filled by some excellent layouts not seen before at our exhibition.

Our information stand was sited just inside the entrance to the hall, capably handled by Jim Bilby, with some of his hand-built buildings on show. Alongside, John Less and Paul Scrivens and some of the other young scratch builders demonstrated the assembly of kits or similar activities. Regulars from the ARHS ran an exhibit nearby. Of course, there is no need to describe their activities! Nearby The Queensland Vintage Model society with pre-loved goods on sale to help raise funds to finance their layout at the Historic Village at Caboolture. Alongside this display was one provided by Merv Hanson, a layout roughly three by two metres, with a fine showing of very old, but very good 'Dublo', all running to perfection.

A big layout exhibited regularly belongs to the Brisbane N Scale Group. Their display labelled as 'Joaquin Valley' was the typical N scale 'big' layout, owned by a group of

## The Miniature Train Show by AW MacDonald

enthusiasts. Big trains headed by big power, and plenty of trains running is the sort of thing viewers like to watch.

Ted Lowe and his clubmates from the 'All Gauge Club', well known for many years as the 'Cannon Hill All Gauge Club', but now of Carina, had two good layouts on show, both working well. Ted told me they had made an error booking space, with the result that a small part of the display was not easily seen - the N scale unit having to be partly obscured by the HO layout. Nevertheless, I'm sure viewers appreciated both layouts, particularly the HO unit which ran a variety of prototypes.

Alongside, a display of posters at a static display was presented by 'Rail Craft'. Run by a well known identity, Bruce had a terrific display of railway posters, pictures, videos and novelties, at sensible prices, with an on-the-spot laminating service available. After viewing these two side-by-side exhibits in the 'Waterfall Corner' of the hall and knowing of Ted's comment re the mistake about space, I fancy there may have been a bit of a 'help out' given by Bruce and his wife by way of a slight re-arrangement in that corner.

No 8 stand was an N scale layout 'MidWest Interchange'. It belonged to the Nambour and District Rail Modellers. About three by one and a half metres, it represented the midwest and transcontinental practice in the seventies era in America. It incorporated some Gauntlet Track which is seldom included on models, and not much used in real life. Fellows at the display told me there was some in use in NSW - two tracks laid - one set 'superimposed' on the other (two locations in NSW were the old Como Bridge, since replaced, and on the original Hawkesbury River Bridge to take the weight off one side of a defective pier...Managing Editor). From the same area of SE Queensland was a commercial display sited at Stand 9. Suncoast Model Trains have their headquarters at 21 Currie Street, Nambour. They carry a large range of HO and N scale.

The fellows from the Union Pacific Club of Holland Park are regulars with something different each year. This year they set out to build from go to whoa an HO layout about 1800 mm by 1200 mm. They beat the deadline and had trains mobile early in the afternoon, with the scenery and everything else completed some time before the show finished.

Stand 11 was by 'Flying Po-Yzed'. This was a commercial display, specialising in the sale of Hornby products. They presented a good show of available items, with some price reductions offered by way of 'specials' - oh to have a money tree in the backyard! The enthusiasts of the Beenleigh and District Club showed two layouts: one HO and one in N. Each was representative of modern-day practice of NSW State Rail, of nowhere in particular. Both layouts were a joy

to behold and, as for myself, a dedicated N scaler, why don't I have rolling stock like theirs? When I started years ago there wasn't any! What they have is typical of today's stock in N gauge/scale, far ahead in style, quality and variety of the stuff I gathered together, mostly over a twenty year period prior to 1980.

Well known identity, Peter Kelly, was on the scene again. His display layout, about 180 cm by 120 cm, though small, was a 'full house' and was a good example of a complete unit built at no great expense in a limited space. Peter has been at the modelling game for a long time and it shows on his HO 'Sunshine'.

Nearby was a commercial stand by Austral Modelcraft. Looking at the items on sale, I concluded that life is upside down - we should be born super rich so we can get amongst the goodies at an early age. Of course, after I had viewed the display at J and J Hobbies, The Turntable, The Hobby Shop and Bill Webb Strathpine, my views on life were reinforced and re-affirmed by the much larger range presented this year by 'Railco'. With such a variety of Australian prototypes now available, anyone who wants to model our local scene has no excuse for not basing on State Rail, V Line or any Australian group. The prototypes required are available in brass, kit, or RTR, from retailers such as AR Kits, Powerline, Australian Model Railroad Imports, Lloyds and Footplates, of good quality and at sensible prices. Some of the retailers, such as Caloundra Model Trains, cater for buyers who are after such wares, while Toowoomba Trains and Toys, which had a large LGB and Bachmann garden railway on show, specialise in those products.

Something seldom seen these days was shown by Tom Carter. I recall that, at times, he showed O gauge brass running, but this year the theme was TT. The rolling stock on his British Type layout was vintage stuff of Triang and Gem origin, running well on the 12 mm track. The display alongside Tom's was a modular unit built by members of the Railway Modellers Club of Queensland. Quite an impressive layout which, over the three days, ran a variety of prototypes in miniature.

Ralph Simpson was present again with a small HO layout, exhibited previously, but still 'watchable'. The fellows concerned with keeping steam alive at Swanbank were sited at No 21 nearby and at No 26 was another group; their interest centred on the Narrow Gauge Museum at Woodford, with 2 ft gauge stock, mostly for sugar cane and mill traffic. And, on the subject of cane trains, close by was a layout by Steve Malone. 'Canetoad Gully' ran miniatures of some of Queensland's well known cane locos of days gone by. Several super scratch built locos were running, at most times under the control of Phil Hadley and others among the younger members, all developing at keen interest in this branch of the hobby. Track HO, stock in 7 mm scale. Steve is the main mentor of the young fellows who efforts are



taken up with cane trains, guiding them in their 'scratch' efforts. They did a good job of running the layout, allowing Steve to attend to the many things which required his attention. One of Steve's locos on the layout won the Suggitt Award for the best scratch built loco of the show. A layout close to Steve's was by Stevenson, Dow and Gibbings, HO scale on 9 mm track - all with an Australian background and representative of Australian Narrow Gauge 2 ft and 2 ft 6 ins railways. To take on this kind of stuff you would have to be a believer of the 'life wasn't meant to be easy' bit.

Chivers Finelines were first-timers. They specialise in kits and castings for 009 body kits, some for sale. They are expanding their range of English stock and are developing kits based on Aussie prototypes. They were gathering information on this point over the three days.

The non-profit organisation which works under the name of 'Trainaway Tours' was present and dispensing information. They operate day tours mostly, on QR metals; however, sometimes tours can be run over a weekend or longer. Usually the power and accommodation is by RM 901, the last of QRs Budd Cars. At the show, they were taking bookings for a Brisbane suburban outing for one day by ICE, mooted for 21 May. Ninety kilometres north of Brisbane is a small community situated in beautiful countryside. The town of Woombye could almost be classed as the centre of the pineapple farms in South East Queensland. Large quantities of 'pines' are railed from Woombye and other centres to the Golden Circle Cannery in Brisbane. Ron Fox's layout, scale of HON3½ on 12 mm track, depicted the rail yard as it was in the sixties when steam was still running, intermingled with DEs. The Beyer and the other steam models brought back memories. A recent trip through the station and yard showed that there hasn't been any great drastic changes made over the years. This layout won the award for the best Aussie based layout of the show.

The display by Vince and Gladys Ford was again voted by the viewing public to be the most popular exhibit of the show. This layout is really full of movement - everything from trains to skaters on the ice rink. It has been shown each year now for some years and is always the most popular by vote, so it is obvious that the public don't mind seeing the same layout over and over, so long as there is plenty of activity. Last year I doubted whether they would be able to add to what was already in place, but they managed to fit in a few more new items.

For the collector of books on matters 'railway', there was a huge variety of books and magazines for sale at No 34 stand, by a retailer, Train World Pty Ltd, while nearby was a display by a fellow from Western Australia who trades under the name of Linic Proops. His outlet deals in a huge variety of equipment from desk magnifiers and the like, through a range of hobby tools down to the smallest item you would be likely to need. His first visit to an AMRA Queensland show.

An unusual display this year was situated

alongside Linic Proops. A young lady by the name of Janet Skinner, was following her calling. She is an artist who specialises in traditional water colour paintings of old railway buildings. I guessed she would have some of her art on show, as well as those which were being painted while viewers watched on.

A first time shown layout was at No 38. Mid-size, in HO scale, it represented typical NSW countryside where the population was small and the scene is of typical sunburnt country, a land of sweeping plains. 'Coolong' was the work of an elderly gent by the name of Jim Trueman: the layout was awarded second place for an Aussie-based spread by the judges.

The enthusiasts from the Southside N Scale Club were out in full force. They exhibit each year, with a big, big layout. So many trains running, everything is BIG - long trains and big power heading. This is another layout that draws the viewers: there is so much of it, it is difficult to remember what it looked like last year!

The Brisbane and Ipswich Railway Film Societies are present each show. Again this year they displayed posters and gave out information on their activities, which have now been established for twenty one years. The Queensland Society of Model and Experimental Engineers had their usual display of live steam models at No 55, while in similar style the Brisbane Live Steams had a large exhibit. Laurie Wood's 3801 was on show and a large variety of goods was on sale - tee shirts, caps and similar items.

An N Gauge/Scale layout named 'SVR' was exhibited by David Hunt. The scene depicted was a mythical American location based on America's wide open spaces. This layout, though only typical of N scale in size, was a bit unusual in that it was operated from an internal well.

In this area of the hall was the most popular spot of the show. At the Canteen, with ample seating available, the public went through large quantities of Golden Circle and Coca Cola drinks and heaps of food stuffs such as pies and hot dogs - the 'keeper of the dogs' (Warring Geddes) did his usual good job of keeping up the supply of hot sausages. The ladies working in the Canteen did their usual super job, with great assistance from some of the younger members. Without mentioning names, everything ran smoothly under the guidance of Kerry Hayes. The drinks were dispensed cold, and the pies hot. As usual, after the day's activities ceased on Saturday at 6 pm, exhibitors and helpers gathered - and partook of a chicken and salad luncheon, with apple tart and custard to follow. Jim Christie, as the supremo of the organising of the show, must be given credit for a job well done, backed up by a good close-knit team. One member of the team, Bob Mawson, although a year older, doesn't appear to have slowed down any (and he has a few close runners not far behind!).

Some of the exhibits in the 'Wool Hall' section weren't so well placed. This was not for any particular reason - they were all excellent layouts. It was a matter of 'what fitted where best' when space was being allocated.

Graham Campbell's layout showed typical Aussie landscape, with rolling stock to suit in both HO and N, all making a very neat layout.

A youngster, of about 8 years of age, had a small exhibit about 120 cm by 90 cm nearby, built by himself and on-the-job for the full weekend. A good example of a young enthusiast, while at the other end of the scale was Jim Trueman, somewhere around the 70 year mark - not that Jim didn't have some contemporaries. One such person, with his wife accompanying him, was a regular of a few years standing, by the name of Wally Corben, of Sydney. 'NEBROC' is an all Fleischman layout about 5 x 1½ metres. All operations were automatic, with some American prototype locos of pre-1962 vintage in perfect running condition - a fact which surprised me, being of the opinion that Fleischman only ever made European types. Wally informed me that this was their swan song as exhibitors in Brisbane.

Another layout of similar style and size was owned by Alan Collingwood, running European stock - mostly Fleischman - in HO scale. The trains running were typical of the brand names, and ran very well - the unit as a whole was a super layout.

A layout, according to the show resume, designed in 20 minutes, built in six weeks and to provide enjoyment for many years, was at No 45. It was named as 'Rio and South West Pacific'. Built in N scale, with so much on a fair sized layout, contemplation of the trestle bridge on the left hand end suggested it would have been a busy six weeks. Exhibited before, this time it had a 'for sale' notice in place. Have the fellows who owned the unit got something bigger in mind for future shows, one wonders?

'Fowler' at No 47 stand was assembled as an exercise in modular practice. The stock running was HO British and as such universal. This was a very well built layout by the Model Railway Group with a loco test track in place.

A 'gimmick' layout named Inglenook was built and operated by Greg Langridge. It was of small proportions, and shunting had to be worked out and done to solve the problem of making up a train in the required order. I heard numerous remarks by people who were impressed by this model.

A unit about 5 x 1½ metres in N scale, named 'Chewton Magna' was on show. Naturally with a name like that, it was based on English landscaping and practice. A very impressive layout to view, with the rolling stock from Grafar and Minitrix performing well. Towards the end of the last day of the show I heard that this layout had new owners, with effect from the close of the show. Well known on the local scene are the father and son, Jenkins. At times, Dave still gets about almost at the double, as he has always done. Son, Phil, takes his time instead of trying to keep up with Dad, but he is as enthusiastic as ever about his trams. He was located at Stand 51, ably assisted, from time-to-time, by Dave.

'Green Belt Line, Moreton Division' was a large layout by the Moreton N Scale Model Railway Group. Typically American in location, with a big variety of American roll-



ing stock running. The trains featured big power haulage of long trains, most of it expensive high quality stock. A similar type of layout was alongside, shown by the British Modellers of Australian Southside Group, but different in style and concept. British based in HO scale. Another HO layout nearby was by Ken Leitch, however, not as big as the one previously described. I don't recall having seen this layout before, but it was certainly impressive. It was American in theme, and featured big power, with the rolling stock mostly showing the newest in rail transport with complete consists of container carriers in a variety of types. That was 'San Bernadino'.

A layout which I found to be loaded with detail was the one presented by the Darling Downs Model Railway Club Inc. Stand 28. It was freestyle, all sorts of rolling stock in action, scaled in HO. The detail, if you looked for and found it, included the Fire Brigade out in force at a burning building, a welder doing machinery repairs, suitable small blue flashes locating the site where the job was being done. Down on Main Street, the local show-off was 'dropping wheelies' with his brown utility, while on one rail bridge the locals were gathered around watching a bungee jumper living danger-

ously.

In last year's show on the same layout were the remains of a man who walked along a rail line once too often! This year, the site of the tragedy was still visible, only small pieces of colour remaining at the scene. It looked like parts of the victims clothes to mark the spot!

Jim Fainges was working with lathe and drill near 'Caneroad Gully', demonstrating the art of scratch building. Being located as it was, it intermingled with the 'Gully'. In all, it was an area where the enthusiasts of the Cane traffic were concentrated. Phil Hadley, whose family live in Nambour and whose livelihood is in the industry, was helped out by young members with similar interests.

During the show, one club member emerged as a 'super salesman'. The club raffle with a Powerline set for first prize, a Powerline Loco for second, and a Book prize for third, was filled and drawn well before the show finished. Sales of tickets were helped along considerably by Ted Ward, who was out in the passageway displaying the prizes. The sellers' pens were kept busy at the nearby tables. Was it a good example of high pressure selling? Thanks Ted, your efforts boosted ticket sales considerably and the

way you conducted yourself had everyone on your side - enjoying the little diversion as you worked to get the passers-by to part with a dollar or two. First prize was won by phone number 398 5905, second by 074 - 412 900 and third by 261 5520.

Setting up for the show went like clockwork, as did the final winding up. The show overall was devoid of any problems or incidents - no gripes or whingeing. I'm sure all who visited felt they got their \$4 admission money's worth. There was much money changing hands; most of the commercial entries were happy with their sales. When one stops to think of the money involved over the three days, realisation comes that a huge effort had been made by Club members to stage the show, hoping to raise funds to keep the Club viable. However, in so doing, it will be clear when the final sums are done, that there has been a large flow on, in part to exhibitors, but also to soft drink manufacturers, hot pie and bread bakeries, the RNA for the hall, for insurance and other incidentals and so on down the line to as far as the man who grew the lettuce, the leaves of which were on the plates for the repast to finish the day on Saturday.

Let's do it again, come May Day Weekend in 1995!!

# It Occurs To Me

by Mac Lagotis.

We live in a modern age of automation and electronics, the outcome of the train (!) of events usually referred to as the industrial revolution.

An integral part of that occurrence was reliable transport. In fact, one would not have enjoyed success without the other. The first major example of reliable and comparatively rapid transport was the development of railways, and in particular the new (for the time) conception of multiple carrying vehicles strung together with a powerful haulage unit at the head end.

Industrial archaeology has researched that great occurrence and archives contain an untold amount of data from which the history of railways may be traced. In comparatively recent years, public awareness of that railway history has been stimulated by the phenomenon of railway preservation. There had been examples of railway items being preserved in museums before W.W.II. such as at York where specimens from British railways had been saved for posterity and, similarly, at Mulhouse in France.

Unfortunately, the majority of the items so saved were in a state that can most easily be described as "stuffed and mounted". A small number were in such a condition that they could be returned to a runnable state. However, in the fifties, the execution notices were out for steam power, and numbers of

enthusiasts were gathered together with the common aim that steam should not be entirely removed from the scene. In several places around the world, specimens of steam power were saved from the cutter's torches by these bands of dedicated individuals. The result is that, in many places, there are examples of working railways covering various practices and a period of time in excess of a century. I have been lucky enough to have visited many of these reborn railways, mainly in the U.K., and have seen working specimens up to 150 years old, as well as more recently constructed replicas.

The preservation movement has gone virtually world wide. Here in Australia it certainly has not been ignored. In most of the mainland states can be found groups devoted to reclaiming, preserving and returning to working condition items of railway rolling stock (and buildings) so that the present day may become acquainted with the iron road of yesterday.

Recently announced has been Queensland Railways' plan to collect and restore a selection of rolling stock covering a large part of its history. This plan has been referred to as establishing some of its heritage. To the genuine railway enthusiast and student, heritage is as good a word as you can find. There is a snag, however in that there are many items that can never be restored to a

satisfactory working condition because it is too late. They were destroyed as and when they were no longer of any economic use or service.

Nevertheless, all is not lost. As mentioned earlier, there are archives and libraries wherein facts, figures, drawings and pictures may be consulted. These will give sufficient good information for accurate replicas to be built. It must be admitted that so many bits and pieces of stock have gone that to re-create one of each to full size and in a working state would be an impossible dream, not to mention hideously expensive. Now this is where we, as railway modellers and enthusiasts, can play a part. We can help to a great extent in preserving our railway history and expanding the visible part of our heritage.

Railways have been with us for a period approaching two centuries. Providing reasonable care is taken in assembling the correct facts, some of us, somewhere, can create miniature replicas of almost any piece of rolling stock that has run on our tracks at any time.

As modellers, let us not lose sight that we have the opportunity to be of assistance in presenting the heritage of our railways' past to those who may regard the trains of today as part of their history.



## AUSTRALIAN MODEL RAILWAY ASSOCIATION - FEDERAL COMMITTEE

## STATEMENT OF RECEIPTS AND PAYMENTS FOR THE YEAR ENDED 30 JUNE 1994

## RECEIPTS

Funds on hand at 1 July 1993	
Treasurers Account	6,100.23
Advertising Account	775.86
Publishing Account	699.29
Investment Account	5,558.47
Cash on Hand	15.33
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New Membership Subscriptions	1,626.00
Membership Renewals	11,141.00
Joining fees	1,000.00
Journal Advertising	403.20
Bank Interest	317.25
Donations	245.10
Badges	73.60
NSW Branch: Trophies	50.70
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	\$ 28,006.03
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## EXPENDITURE

Printing of Journal (6 issues)	5,525.96
Postage of Journal (6 issues)	2,462.14
Journal Expenses	830.08
Stationery & Printing	271.45
General Postage	817.05
Trophies	105.30
Bank charges & duties	73.65
Insurance	200.63
Family Subs to States	294.00
Photocopier & Cartridge	1,115.00
Flat bed Scanner	1,385.00
Telephone reimbursement	97.55
Receipt books	650.00
Dishonoured cheque	21.00
Badges	817.96
Sundry expenses	1.38
Funds on hand at 30 June 1994	
Treasurers Account	7,093.56
Advertising Account	183.04
Publishing Account	349.36
Investment Account	5,675.97
Cash on hand	35.95
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	13,337.88
	=====

\$ 28,006.03

\$ 28,006.03

.....Ken Edwards - Federal Treasurer

## AUDITOR'S REPORT

I have examined the books and records of the Federal Committee of Management of the Australian Model Railway Association and report that, in my opinion, the above Statement is a true and fair record of receipts and payments of the Committee as recorded in those books and records during the year ended 30 June 1994.

..... Robert W Gorrell, chartered accountant, honorary auditor.

"OI! -  
WHO'S THE GRAFFITI  
WELSH ARTIST?"

~~EBBW VALE~~  
LLANFAIRPWLLGWYNGYLLGOGERYCHWRNDROBWLL -  
LLANTYSILIOGOGOGOGCH

GR



R.T.B



# Have You Seen?

by Ted Thoday

## ..... "Railway Modeller" July.

Railway of the month is The Pendeford Line - O gauge indoors and out. Isle of Man Delights - part 3, colour photographs of locos, trams, etc.. Scale drawings and prototype information of GSR (Ireland) Class Bla 4-6-0. The Sussex Border Railway, a freelance light railway in N gauge. Pendon, a progress review. Photographs, drawings, and information on the Maidstone and District Atlantean bus. Lord St. Fleetwood, Blackpool trams in 4mm scale. The North Devon Line, Barnstaple Junction in 4mm scale. Student Modeller describes Wykham in 4mm scale. Latest Reviews looks at Howard Scenics house fronts and backs: shuttle unit from KPC: loco repaints in N scale: latest accessories from Harburn Hobbies and Southern Pride: Evenlode Precision range of authentic railway colour paints include 'ready weathered' paints: real greenery and bricks from The Welsh Dolls House: 'Methfix' and 'Pressfix' transfer range now available from HMRS: Loop and siding control from Aldo Control Systems: Sprat and Winkle couplings upgraded: Lineside Look modern image transfers. HO scale model of 'Flying Scotsman' from Precision Scale Models, Wantina South, Vic. Newsdesk looks at Hurst Models etched overlays for Mk 3 coaches in 4mm scale.

## ..... "Railway Modeller" August.

Railway of the month is an SM32 garden layout. Terrific Trees uses natural materials to produce very lifelike model trees. Scale Drawings and prototype information on LMS/BR Bo-Bo No. 10800, constructing a model is described. NER's No. 13 passenger electric locomotive described and modelled. Construction review of Shedmaster (ex-Jidenco) 7mm scale kit for Webb 0-6-2T 'coal tank'. More on the 2mm scale layout Alresford. Plan of the month is The Strathspey Railway. Alan Downes describes the construction of a thatched cottage diorama. Student Modeller describes 'A Country Scene' modelled in OO. Latest Reviews looks at Lima's Class 59 model: new ferry wagons from Roco: MSE's kit for SE&CR 'dance hall' brake van: Slater's kit for SR bogie guard's van: Marbeth Designs dry stone walling: Brassmasters latest scale components: Ratio's GWR goods shed kit:

a lining pen from Stephen Barnfield: Pika structure kits: O scale detail parts: latest Bachmann wagons: re-introductions from Hornby. Newsdesk introduces Branchlines kit for Isle of Man 2-4-OT in 4mm scale.

## .."Great Western Railway Journal" No. 11

In depth, definitive article on Henley-in-Arden, many photographs plus track diagrams. 28XX class 2-8-O's, their work and allocation. A brief pictorial look at station gardens (how often do we see these modelled?)

## ..."Model Railway Journal" No. 71

Small Suppliers Forum looks at availability of Kristal Clear and other Microscale products: Branchlines mounting bush for 1016 and 1219 coreless motors: the re-emergence of IKB Models and their range of 4mm and 7mm scale models: latest plastic kits from Ratio: scale steel rules from CPL Products: Cowbent Castings LNWR inter-corridor coach kits: Woodham Wagon Works range of 'obscure' wagon kits should interest LBSCR modellers: London Road Models 7mm scale hornblock and guide system. The remnants of G.P. Keen's once vast O gauge railway have recently been discovered, Michael Shaw describes how he stumbled upon the remains and set about saving them. Martin Goodall looks at layout planning with particular emphasis on setting out curves. Barrow crossings, prototype and model. The two stations at Wells, Soms., are the basis for a layout design. 21 ton mineral wagons drawings, prototype information and modelling them. Yaxbury layout reincarnated. A number of very useful workshop tips collected together, such as how to stop solder from running under a joint - using a soft lead pencil draw a line along the side of the joint, simple!!

## ..."Model Railway Journal" No. 72

Small Suppliers Forum looks at Machine Marts airbrush kits: Strathclyde liveried Class 156 Super Sprinter from Harburn Hobbies: MJT Scale Components etched coach sides for LNER coaches: Etched brass kits for working deck chairs in 4mm scale: London Road Models 7mm scale kits for L&Y 0-8-0 classes 30 and 31: Wychbury Loca Works industrial loco and rolling stock kits: Hurst Models etched overlays for LIMA

Mk3 coaches: HMRS now retailing the 'Pressfix' and 'Methfix' range of transfers: ROCAR handbuilt coaches: Duncan Models 7mm scale farm wagons, etc.: Shire Lane Crafts 2mm scale cast buildings. Kenton, a 4mm scale P4 layout based on Mid-Suffolk Light Railway. Some provocative thoughts from Jack Ray, proprietor of 'Crewchester'. Wagon Loads No.7 - cable drums and making models of them. Layout Design looks at Tipton Lane, LMS. Construction review of Dave Bradwell's 4mm scale kit of NER P3 0-6-0, built to P4 standards. Leaf springing for wagons as an alternative to compensation. More on the Manning Wardle project including photographs of finished models and additional prototype detail.

## "British Railway Modelling" April

NEWSlines looks at Ratio Models latest kits: Finelines 4mm scale kits for LNER Q6 class 0-8-0: London Road Models reissue the former George Norton 7mm scale kits: Chowbent Castings 4mm scale range of LNWR coach kits: Gauge 1 coach and wagon kits: J.D. Models 0-4-OST Hunslet quarry loco kit. The Toy Fair report. Product Reviews of Townstreet's station building kit: Trax Control automatic shuttle control: P.D. Marsh introduce assembled and painted items from their kit range. RTR wagons for narrow gauge on 32mm or 45 mm track. Construction review of DJH LNER A1 4-6-2 kit in 4mm scale. A pocket sized garden railway described. Modelling the Eastern and Midlands Railway part 2 - passenger rolling stock. The Lincs autocoupling system described and constructed. Layout Focus is on Helston, modelled in 3mm scale. Ledbury viaduct modelled in 2mm scale. The XP64 rolling stock described, includes drawings and photographs.

## .."British Railway Modelling" May

NEWSlines looks at Hurst Models Mk3 overlays: Crownline Models kit for LSWR T9 class 4-4-0.: 7mm scale kits for modelers of 15" gauge prototypes. Product Review looks at Bachmann's 'G' scale 'Lyn': Southern Prides SR motor bogie: Locotech 7mm scale kit for LIER Yg class 0-4-OST. Burnhopedale 009 layout described. Taxicab models kits, etc.. Copley Hill Shed in the 60's. A layout plan based on the Settle and Carlisle in the diesel era. Rheilffordd Glan Clwyd, a 16mm scale narrow gauge garden railway. Working ground signals in 4mm scale, a OO gauge club exhibition layout described. Diesel and Electric model conversions. Modelling the Eastern and Midlands Railway part 3 - locomotives. Detailing and weathering RTR locos.

## AMRA MEMBERSHIP CHANGES TO 5th AUGUST 1994 - NEW MEMBERS

HO	OM	CHIN S.	21 Oatley Park Ave. Oatley 2223	5709018
HO	OM	MA A.	249 Bay St Brighton Le Sands 2216	5675216
	FM	MA Mrs T		
	FM	MA Trevor		
N	OM	DAVIS G.	3 Yeldon Tor Winthrop 6150	3102495
HO	OM	GIMM P.A.	79 Cullaton Cres Balga 6061	3426874
	FM	GIMM Mrs S.L.		
Sn3½	OM	GRAY G.	6 Gloucester St Swanbourne 6010	3841036
N	OM	NAPIER C.	29a Tamarind Cres Kelmscott 6111 3	904109
HO	SM	SWEETMAN P.J.	3 Altone Rd Tockridge 6054	2795572

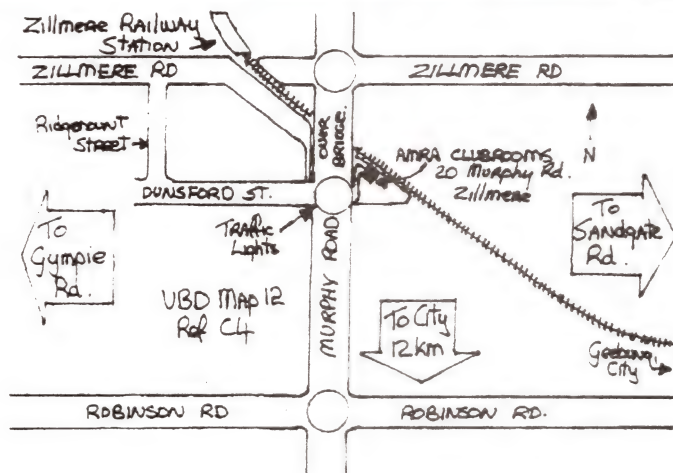
## CHANGES OF ADDRESS

OM	HANNING N.	21 Clark Ave. Hobartville 2753
OM	HOLBERTON D	4/37 MathoUra St. Midlands 6056

## DECEASED MEMBERS

OM	WARDROP Bob	Gymea
OM	McCONNELL, Bede	Coolangatta

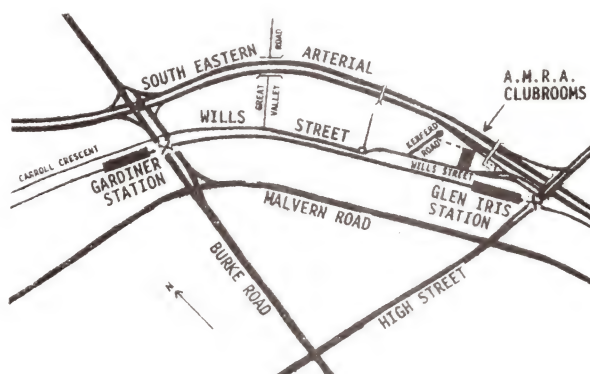




The inspection meeting held at the site on the 20th of August was well attended and everyone had favourable comments. I personally was struck by the huge size of the slab (I think we'll need an intercom system just to speak from either end of the building!). We have been fortunate that the branch has such dedicated members who

As the branch has been in recess while we wait for our new home, there is not much to tell so that's why there is no branch news for this issue of Journal. For Queensland members, there will be a mail-out to tell exactly what is happening when things start

**Tony Weber**



The COM is currently getting plans drawn up to check if it is possible to build an external bay window for the driver's stand.

New lighting is under construction for our Exhibition layouts, as Wills Street and Kyneton are the same size the new lights will fit either layout and give good all round lighting. All the successful applicants for the 95 Camberwell Exhibition have been

Notice is hereby given that the 6th Annual General Meeting of the Australian Model Railway Association Victorian Branch Inc. will be held at the Clubrooms,



92 Wills Street, Glen Iris on Thursday, 13th October, 1994 at 8.00p.m. and not on 8th September, 1994 as printed in the Agendas handed out at the June Social Meeting.

### Ordinary Business

1. To receive apologies.
2. To confirm the minutes of the 5th Annual General Meeting.
3. To receive reports from the Committee on the transactions of the Branch during the last preceding financial year.
4. To receive and consider the Financial Statements submitted by the Branch in accordance with section 30(3) of the Association's Incorporation Act 1981.
5. Presentation of Annual Awards.
6. To elect the President of the Branch and three members of the Committee.

### Special Business

1. To conduct any other business of which proper notice has been given to the Secretary in accordance with Rule 13(3).

Nominations for President and members of the Committee and Notice of Special Business to be discussed at the Annual General Meeting must be delivered to the Secretary by 6.00p.m. on Thursday, 22nd September, 1994.

Nomination and Postal Vote forms may be obtained from the Secretary.

**John J. HARRY**  
**SECRETARY**

### Library Notes

The Australian magazine *Silicon Chip* often prints small projects, electronic equipment useful for model railways. They have now brought out a collection of these, under the title of *14 Model Railway Projects*. They include sound generators, simple controllers, a capacitor discharge unit, flashers (electronic type), a track tester and others. I've built the track tester, and can guarantee that it works. Too well! I'll never believe that I have clean track again.

They're all simple projects, and the parts, including printed circuit boards, are easily and cheaply available.

A kind donation from Jamie McCarthy, a copy of Bemo's catalogue *Chemins de Fer a Voie Etroite de Suisse/Narrow-gauge Railways of Switzerland*. For a small country an absolutely dazzling variety of rolling stock! And of models to represent them. Can it be that would-be narrow gauge modellers in Europe look to Switzerland the way Americans head for the back-woods? Also from Jamie a copy of *Early Railways* by J.B. Snell. A sensible and readable account of the early history (back to the Ancient Greeks would you believe!) but interesting mainly for the quite wonderful collection of paintings and early photographs. Well worth browsing through.

Model-size nostalgia in four other books from unknown benefactors. *Model Trains Yearbook 1964* (a Kalmbach publication) and *The World of Model Railways* by Joseph Martin published in 1960, would seem to have little to offer us in the '90s. But I was astonished at how many of our "advanced" techniques were commonplace even then. Hard-shell scenery was being promoted (well, Linn Westcott was already writing) and wheel profiles and other concerns of the fine-scale modeller were already on the

agenda. One thing was very different, though. There were brave people prepared to invest money and time in those incredibly small models, in OOO!

The other two books are Walthers' catalogues, for 1982 and 1984.

Two other delightful little items, which will definitely not be for loan. They are time-tables from 1954 for the "Country Tour by Royal Train" of the Queen and Duke of E., and the "Visit of His Royal Highness to Flinders Naval Base at Crib Point." Both are glossy productions with the royal coat of arms on the front and an end-piece that I'll quote in full:

*"It is a great honour for the Victorian Railways to be permitted to convey Her Majesty the Queen and His Royal Highness the Duke of Edinburgh on this royal tour. It also imposes a great responsibility to ensure the safety and punctual running of the train. Let us all show we are worthy of the trust reposed in us".*

Back to models. That excellent writer Iain Rice seems to have changed his allegiance, from Wild Swan to Irwell Press, and produced several excellent little books on model detailing. We're lucky to have (I think) them all. His latest is *Getting the Best from Plastic Wagon Kits*, and it is at least as good as his others. Possibly even more useful from our point of view, since these kits are what we do most of (if you'll forgive the messy grammar). Enough to say that it's readable, inspiring, perhaps even awe-inspiring.

A warning, though. Unless you share the British obsession with compensation, there's a chapter to avoid.

Every meeting we judge train or model photographs, so there obviously is an interest in photography, to say nothing of a lot of expertise. It's surprising then that there has been so little published on the subject, specifically of model photography. Those interested will like to see *Model Railroading's Guide to Model Photography*, by Bruce Nall. Of course, it's based on a series in the magazine, but has been re-written to flow more smoothly.

Lots of photographs, lots of detailed instruction, from picking a camera to making a pin-hole lens. Something for everyone.

Ron Fitch spent many childhood hours in a Perth signal box with his father, spent 22 years with WAGR, as a civil engineer, many more with Commonwealth Railways, finishing as South Australian Railways Commissioner. Many of the 'log cabin to White House' genre can be pretty boring, but that's certainly not the case here. The tough outback conditions are brought right before the reader, helped by a multitude of photos and more-or-less believable yarns. All sorts of useful tips: like what to do if you lose the cross-hairs in your theodolite 1000 miles from civilization. The answer is to persuade a spider to spin a new one. He wasn't joking. Detailed instructions on how to do it.

He's been well treated by his publisher, Kangaroo Press. It's nicely designed in a slightly old-fashioned way; a non-flashy A4 production. Very well worth reading. Oh! The book's title? It's *Railroading at its Wildest*.

**Brian Southwell**

### July Meeting

#### Items for Display

G Nitz (Rail Transport Models)

American Ltd Models diaphragms for American Coaches (eg Athearn, Rivarossi, etc).

Types available to suit Athearn streamline and heavyweight coaches, as well as Athearn F unit locos and Stewart F Unit locos fitted with KD450 couplers.

They can traverse 24 inch radius curves and RRP of \$7 per pack of 2.

Also UP Bulk Liquid Container (cylindrical) at \$10.50 RRP.

#### Competitions

Model - A McKenna - VR E Wagon Kit - 59.5 points

Photo - Spencer Street Railway Construction

Print - R Dunn - 95 points

Slide - No Entry

#### Agenda Item

This being the Annual Auction, which this year was held on a Thursday evening, whereas for the past few years it was held on a Saturday afternoon.

In general the event was disappointing in that although all the items offered for auction were sold, the quantity of items were less than the last few years.

### August Meeting

#### Models for Display.

Private

J. Gilmore - Klein Modellbahn "Gabs" bogie box car, "EAS" bogie open wagon, "Turmoil" tank car, Sadisen Modelle "Eanos" bogie open wagon, Lilliput "Eaos" bogie open wagon with brake platform. Vienna trams, "K", "M" and "M" in special "Manner" colours.

G. Nitz - Plans of (USA) Northern, Hudson, Mikado and Consolidation locomotives donated by John Hamilton.

B. Westerman - Lima (UK) class 59 Yeoman diesel.

A. Miller - Union Pacific timetables.

Commercial

G. Nitz - Inter Mountain (USA) advance notice of forthcoming box cars and reefer kits.

#### Competition Winners.

Model.

Kit - A. McKenna - Inter Mountain C.P. grain hopper - 81 points.

Photograph.

Print - L. Bugeja - Wills Street Layout at 1994 Camberwell Exhibition - 70 points.

General.

Robert Latham, one of our regular Junior Running Day participants, joined A.M.R.A. in March and fortunately for Robert he was the 50th new member of Vic Branch, which earned him two years free membership of the Association.

David Reddick, a visitor from New Zealand, made time to visit us on his way to the B.M.R.A. convention in Canberra.

#### Agenda Item.

Bill McKenzie, one of our L.G.B. modellers presented a very informative and interesting talk on making moulds for small parts. Bill had brought along a variety of patterns, moulds and castings which he passed around the hall while he led us



through the various stages of moulding using various casting plastics. Patterns were easily held in place with Blue Tac and boxes made from Leggo blocks provided a simple frame to hold the material forming the mould until it set. A vote of thanks, moved by Alan McKenna was carried by acclamation.

### Layout Visits

Originally scheduled for Saturday 5 November 1994 - this has been changed to Saturday 19 November 1994.

### Junior Day

As a consequence of the change to Layout Visits, the Junior Day originally scheduled for 19 November 1994, has been re-scheduled to 5 November 1994.

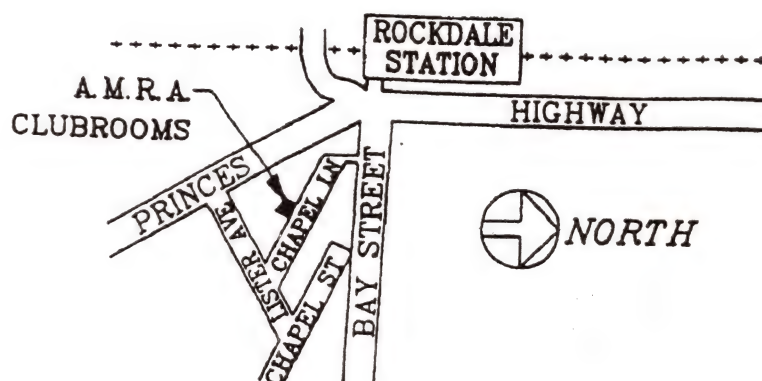
### Junior Day Supervisors

Wed 21 Sept 1994	-	R Marsden & J Gardner
Sat 22 Oct 1994	-	R Pearson & K Wilhelms
Sat 5 Nov 1994	-	L Bugeja & T Reeves
Sat 3 Dec 1994	-	L Bugeja & R Welsh

### Programme November 1994

4 Fri	7.30 pm	Timetable Operation - European Mainline Steam
5 Sat	10.00 am	Junior Day - BYO train
6 Sun	1.30 pm	Timetable Operation - Australian prototype

7 Mon	10.00 am	Daylighters
10 Thur	7.30 pm	Social Meeting - Guest Speaker (TBA) Model - Standard Categories Photo - Railway Reflections
12 Sat	1.30 pm	Timetable Operation - BYO Train
18 Fri	7.30 pm	Timetable Operation - USA General 1970/ 1993 prototype
19 Sat	1.00 pm	Layout Visits - meet in Car Park at front of Clubrooms
21 Mon	10.00 am	Daylighters
24 Thur	10.00 am	Daylighters



### Branch Diary

**SATURDAY 7/5/94 - S.E.T.S. TOUR TO RAIL MOTOR SOCIETY, PATERSON:** Having decided to postpone the Narara live steam visit for a new venue and new mode of transport, 14 members helped form a group of near 200 at Sydney Terminal platform 4 on a crisp morning for an 8:06 departure. The four car, 1955 type single deck interurban set ("Silver Buller" or "U-Boat", a reference to the "U" targets they carry in service) was brought down from the Blue Mountains for the tour because it had all original windows rather than the newer & smaller opening Beclawat ones. As I was sitting in the afternoon sun, window wide open on the way home, I couldn't help but appreciate the effort. The consist of set U2 was power cars CF5003 + CF5004 and trailers ETB6023 + ETB6024.

A good run was had to Broadmeadow, where we were to change to double railcar sets 626/726 + 628/728 for the run to Paterson, another half-hour past Maitland. The fog was still lifting on the run down Cowan Bank which made for the eerie sight of the front car "disappearing" into the mist. The view back from Wondabyne towards the rail bridge on such a day was also beautiful. At about this stage the drivers were starting to "open 'er up", and for the rest of the run north we were "low level flying". Top speed was around 130km/h, averaging around 110km/h, which made standing in the rear guard's compartment whilst going over turnouts rather tricky! Changing to the 620

sets we were frustrated at our slow run through Waratah and Sandgate, to be told over the PA that a new Endeavour ("Endanger") set, the replacement for the 620 & 900 DEB railcars, was ahead of us on it's way to Maitland for a promotional visit. After passing it resting at platform 1, we headed north away from the busy coal roads for some "low level flying" 620 style, arriving at Paterson approx. 15 minutes late.

The Rail Motor Society, formed in 1984 as a partnership of the four largest mainstream preservation groups but a separate entity since May 1986, is located on the western side of Paterson next to a passing loop, opposite the station which is on the mainline. Leading off the loop in the down direction is a siding into the Society's premises, where our 620 sets were stabled for the 2½ hours of our visit. We were treated with real "country" hospitality throughout, from tea/coffee & scones on our arrival at Paterson station, to a coach for those who wished not to walk around & over the line to the Society's entrance and/or have a quick tour of the township, to a complete BBQ lunch before we left. The collection at Paterson included CPH railmotors and a CTH trailer, a 400 class railmotor set 402/501 (power car 402 on loan to the SRA for the Train Radio Project), two 600/700 class railcar sets and TWO Silver Comet sets, one on loan from RTM and one held for Dorrigo. (Dorrigo's has since gone back.) A TAM sleeping car serves as quarters for members working over the weekends and the adjoining (signalman's?) house's restoration is

nearing completion. Also seen were a couple of the railcars used in the first episode of ABC's "Police Rescue", where a level crossing accident was staged with the railcars sporting a new blue logo on their candy sides and "220" series numbers. The 720 series (?) car that caught fire at Mortdale a while back was also present, a stark reminder that aluminium can burn!

All too soon it was time to board the railcars for the trip back to our U-boat at Broadmeadow and home. After passing more coal traffic, busy candy 48s and a near-illegible blue 44218, we pulled into Broadmeadow behind an up double deck service from Newcastle. The driver ROARED the U-boat into the platform from the siding and we were away! Lest we thought the trip back was going to be as fast as the trip up, problems were encountered north of Wyee when it was feared that the lead power car had blown it's main fuse. The fault was apparently cleared and we ascended Cowan Bank, only to find that the lead car was again playing up, "pulling the power" to such an extent that we coasted most of the way to Hornsby, having little reserve air to release the brakes or put the pantograph back up at the home signal at Hornsby Maintenance Centre. Electricians were called to the section hut to reset the power and we managed to get back to Sydney Terminal, coming in on the rear power car only with the lead car's pantograph down.

Everyone thoroughly enjoyed themselves, a few even joining SETS since. Such



trips are ideal as: a) we are travelling by rail; b) we are travelling as a group; c) we are interacting with other societies & groups. In this case SETS & RMS; and d) SETS seems to provide the best value for trips, day runs around Sydney only costing \$20 for example. Where it is appropriate, we will take SETS trips to points various in future - SETS welcome the support. -GP (acknowledgement to SETS "Under The Wires" newsletter)

**FRIDAY 29/7/94 - HOST VISIT BY HILLS MODEL RAILWAY SOCIETY:** HMRS were happy to have an easy meet the week after their exhibition, thus 22 Hills members joined 28 AMRA members in a very social evening. Unfortunately most of our visitors didn't bring any trains with them but they were given the opportunity to operate members' equipment on all layouts, including "Hawkesbury", which was appreciated. Most, if not all, of the Hills members had never been to Rockdale and all were impressed at what has been achieved in the past 26 years. A few even had to be dragged away from the O gauge layout to go home! Thank yous were expressed allround at supper time and it was agreed to make this an annual exchange, whereby every six months AMRA & HMRS will alternate visits to each other. Hills President Roy Orton in particular will remember to bring his N gauge next time! -GP

**SATURDAY 20/8/94 - ANNUAL DINNER with RON & BARBARA PRESTON:** 37 members and 13 guests sat down to another sumptuous feast organised by Zita Percival & her mother Dona. This year's eagerly anticipated guest was Ron Preston, who has (was?) just recently retired as Works Manager at Cardiff, accompanied by his good wife Barbara. Ron gave a slide presentation & anecdotes on the theme "Change" - from the paint schemes of tuscan through candy, 125th anniversary green (and the difference between 4201 & 4836), red terror, bicentennial (including 42218's unique striping), stealth & blue, with David Hill's influence throughout; to 48 class horns in local sports team colours; to a 60 class Garratt major overhaul in the same day! Some present were just getting warmed up to the stories when Ron announced he was finished! Question time followed with most on the topic of paint & colours. Prize draws were conducted throughout the evening with the following people winning a variety of prizes: Corrine Bunker, Pam Bunker, Barry Green, Shirley Hetherington, James Percival, Mary Stell, Ross Stell, Alan Tonks, Charles Weathers and Barry Wilcockson. A big thank you to the following firms who donated prizes: The ABC Shop, Countrylink, Dymocks, Greater Union, Sizzler and Woronora Cellars. Thank you also to those who helped Zita & Dona during the afternoon & evening. I'm sure we all look forward to the next dinner! -GP

**ATTENDANCE - 1994 TO DATE**

Totals: 1082 members

221 guests

Averages: 26.4 members

5.4 guests

## Vale - Bob Wardrop

It is with great sadness that we note the passing of Bob Wardrop on Sunday 10th July. Tom Parkes' tribute appears elsewhere this issue.

## Exhibition News

As I write this we are entering the "frantic four weeks" leading up to the Exhibition, more frantic than usual (or is that just as frantic but for a different reason this time round??) due to our having to second-guess the construction work at the Whitlam Centre. At this stage, it appears greater than 50/50 that the entrance to the Whitlam Centre will still be around the back. In this event the entrance to the Exhibition itself will be through the pair of double doors next to where the Exhibitors' Food Bar usually resides. This may not be such a bad thing as we may then be able to use our usual entrance as a "wall", giving us more room to work with in the Oliveri Room.

Thank you to those members & friends who distributed flyers. At the time of writing we may even run out before the Exhibition! In the week leading up to the Exhibition, approx. A5 size advert's will appear in 14 local papers across Sydney and in the major daily papers on the Friday as usual. Editorials are also expected in most of the local papers. I am also quietly confident of gaining airtime on Channel 7's Friday night News "Weekend Report".

Due to the need to properly cater the Saturday night Presentation, tickets will be issued this year to gain entry. In the past, many more than have indicated turn up and, in particular, children have raided the tables before the adults got near them. If any member wishes to go to the function and is not rostered up to 6pm on the Saturday, a prerequisite of 6 hours' availability over the weekend will apply for free entry, else a \$3 fee will apply. The \$3 fee also applies to "casual" patrons on the night. If you wish to go, please make sure that you indicated such on your Roster Questionnaire, or notify the Roster Clerk, Philip Lee, AS SOON AS POSSIBLE.

This year we are having produced Souvenir Exhibition Mugs. There will be a limited edition of dated mugs, as well as ones without the year on them. They are in white, with the AMRA NSW emblem and "Sydney Model Railway Exhibition" in brown. Expected price should be around \$8, so get in quick at the Information Stand over the weekend!

**Glenn Percival  
Publicity Officer**

## From The Cab...

**BLIND NELLY COULD NOT** fail to notice that Michelangelo, disguised as Bruce Lovett, has redecorated our "cistern chapels" and that there are notices attached under the mirrors that need heeding. The walls are painted with a washable paint, so workers who splash when washing dirty hands please do the right thing. Thank you Bruce for a job well done.

**THE O GAUGE DEPT** stirred itself recently and has fitted a flashing red light on the Goods Yard panel. There have been

problems in the past with a section of track shared by the Goods Yard and the Relief Road from Trainsville, when the yard operator ignores the red signal at the throat. Under the new scheme, when West Box clears the Home signal on the Relief Road the red light will start flashing on the yard panel and remain flashing until West Box cancels the road. As there can still be some shunting done in the yard during this period, it was decided not to take the drastic step of cutting off the traction power during this period. Of course it will also be necessary for West Box to observe whether Goods is not already using the common section of track, before taking possession of the Relief line. The key to satisfactory operation on any layout is to pay attention to what you are supposed to be doing and not what is happening elsewhere.

## Norm Read

**HOW MANY ROCKDALE REGULARS** have noticed our recent addition to the foyer? Above the "Exhibition Express" headboard is an original kerosene hand lantern, as used by shunters and on rolling stock. It comes with a rotating colour filter tube to give red, green and clear light, and has been modified to accept a 12V automotive lamp which is wired into the 12V circuit controlled by the main switch. Quite some years ago Mr Norm Thomas brought a number of these lanterns to the club, one of which found it's way to Norm Read who has donated it. Thanks Norm!

**THE NEXT PROJECT PROPOSED** for the Monthly Modelling Clinic is a locomotive, F(351) X10 class 2-4-0T suburban passenger side tank. The class was introduced in 1885, totalling 18 in all. After a fatal accident involving No.363 at Sydenham in February 1901, the class was confined to loco depots with the last member No.365 (1042) being retired from Cardiff Workshops in January 1973. There are a couple of options available to make the model. If you are interested at all, please contact Phil Kelly and/or come along to the clinics!

## Library News

As well as the main subscriptions to AMRM, "Model Railroader", "Railway Modeller" & "Continental Modeller" detailed last issue, the Branch also is on the mailing list for the following:

"Journal" - AMRA  
"Branchline" - AMRA WA Branch  
"Railway News" - SRA  
"Switchback" - Zig Zag Railway  
"Paterson Points" - Rail Motor Society

## Sydney Electric Train Society

The Branch's (first) Prototype Operating Group, aka "POG", has completely updated it's operating manual, a copy of which is now in the Library collection. If you would like to know more about POG and/or timetables see the Library staff to take out the book.



As the complete Library collection is being audited, many duplicate magazines are being found - complete years in some cases. As there is simply not room, nor the necessity, for so much duplication, excess stock will be disposed of over the ensuing months at Members' Auctions. If any member is interested in what is available and/or cannot get to an auction, etc., have a chat to Bob Poole.

The details of Library usage are as follows:

Usage of the Library, whether it be at the clubrooms or for borrowing, costs members \$2 each for the year between Branch AGMs (February to February). All Library memberships fall due at AGM time. Not all books are available to be borrowed (taken outside the clubrooms), in particular several irreplaceable works have disappeared over the years and all works are being reassessed as to whether they may leave the premises. In short, "red spot" books are reference works only whilst "green spot" books may be borrowed out.

### AMRA NSW Clubwear

From now on orders for clubwear will only be processed on a six monthly basis, thus DEADLINES will be FEBRUARY & JULY. As explained previously in this column, orders can be processed only when numbers are sufficient. All new Branch members should now receive an order form in their membership kit (note the new prices for jackets now apply) but, new member or "old", it is never too late to place an order - order forms are always available from the clubroom - call, call in or write for one!

### Duty Officer Crew

Duties include: opening & closing the clubroom; greeting guests at the door and seeing that they are attended to; the general conduct of meetings; and making sure a report for "Journal" is made (where applicable). A roster of willing volunteers is maintained by the Publicity Officer, with a thank you to the following hardy souls having put their hands up thus far: David Bennett, Danny Elliott, Damien George, Barry Green, Phil Kelly, Philip Lee, Ross Moar, Glenn Percival, Bob Poole, Graham Saint, Bruce Thompson, Alan Tonks, and Brian Tyson. As you can see, Duty Officers need NOT be Committeepersons, but are subject to Branch COM acceptance. If you think you would like to actively help the Branch in this way, please contact the Publicity Officer.

### Members' Discounts

The establishments listed below have indicated they will favour A.M.R.A. members as detailed. To obtain the consideration listed, members MUST show a CURRENT membership card (establishments know what to look for), and be at least a little discreet. In the words of one retailer, "When we have offered extra discounts we have been embarrassed with the situation of such a member announcing that he should get a discount on \$2 worth of track pins. Other customers then cannot comprehend why such a clown gets 10% when the twenty or thirty dollar purchase they are

making doesn't seem to qualify."

CASULA HOBBIES, LIVERPOOL now offer 10% off.

HOBBYCO, CITY will offer 10% off across the store, except markdowns and specials. PUNCHBOWL HOBBY CENTRE, BANKSTOWN will offer 10% off, except consigned goods.

SYDNEY HOBBIES, DRUMMOYNE will offer 10% off models only, cash or cheque customers. A larger discount may be available for bulk (Club) orders.

THE MODEL RAILWAY CENTRE, GYMEA will offer 10% off, except on consigned goods.

TOYMAN IMPORTS/YENNORA HOBBIES, YENNORA will offer further savings on their regular prices wherever possible. VAGGS HOBBIES, MIRANDA will give 10% off.

CRONULLA STEEL FABRICATORS, 6/141 Taren Point Rd CARINGBAH, will give favourable consideration to members. This firm was involved in shoring up the frame that the "Hawkesbury" layout travels in.

More establishments will appear as confirmed, and this list also appears on the "A.M.R.A. N.S.W. Shop" noticeboard in the foyer.

### The AMRA NSW Shop

#### CLUB SHIRTS

Adult sizes 14-30 \$26.00 ea.

Postage (if desired) \$ 2.00 ea.

Personalised embroidered BONDS "The Penguin Shirt" polyester/cotton pocketed shirts. "Natural" (beige) in colour, with AMRA logo on non-pocket side & your name above pocket.

#### CLUB JACKETS

Adult sizes 14-26 \$38.00 ea.

Child sizes 6-16 \$30.00 ea.

Postage (if desired) \$ 5.00 ea.

KAY'S Custom Sportswear OR BONDS premium jersey fleece zip jacket, embroidered and personalised as above. Dark brown in colour.

Orders placed for July may be delayed.

#### CLUB VIDEOS

A.M.R.A. in '92 \$18.00 ea.

AMRA '91 \$15.00 ea.

BOTH together \$24.00 ea.

A.M.R.A. in '92

appended to your AMRA '91 \$ 8.00 ea.

Postage (if desired) \$ 4.00 ea.

Call in, call or write for order forms for the above!

#### GAUGES TO AMRA STANDARDS

Limited Stocks!

##### HO GAUGE

Wheel/Track Code 100 \$ 3.40 ea.

Code 70 \$ 3.40 ea.

Check gauge \$ 6.80 ea.

##### N GAUGE

Wheel gauge \$ 3.40 ea.

Track gauge Code 80 \$ 3.40 ea.

Code 55 \$ 3.40 ea.

#### M.E.K. MODELLING CEMENT

125ml bottle \$10.00 ea.

#### SELLEYS "AQUADHERE"

one litre bottle \$ 5.00 ea.

ALUMINIUM DIECAST G-CLAMPS \$ 1.50 ea.

two inch (51mm), with plastic foot & handle

#### C&K BRAND QUALITY SWITCHES

#7201 DPDT \$ 3.50 ea.

#7203 DPDT centre-off \$ 3.50 ea.

#7105 DPDT centre-off

momentary action \$ 4.00 ea.

(for your hand throttles!)

#### LIGHT EMITTING DIODES (LEDs)

1.5mm red \$ 0.75 ea.

#### DIODE BRIDGES LIMITED STOCK!

6A - PIV 100V \$ 4.50 ea.

plastic encapsulation with centre mounting hole

#### SMALL ALLIGATOR CLIPS

packet of 10 \$ 1.00 pkt

AMRA CAR WINDOW DECALS \$ 0.50 ea.

affix to inside of back window

#### STYRENE SHEETS (set of 5)

60,40,20,20,10 thou. \$10.00 ea.

#### CORK BALLAST STRIPS

1/8" (for HO gauge) 1m x 4cm \$ 0.60 ea.

1/16" (for N gauge) 1m x 2cm \$ 0.20 ea.

#### SAMPLES ONLY:

Genuine Pelton Australian scale coal

150g bag \$ 8.00 ea.

Prototype 160mm max. In O, HO & N scale.

### Club Programme Notes

It is never too late for programme suggestions so if you have any, PLEASE jot them down and send them to the Committee.

THE COM DECIDED TO take the SETS tour to the Sydney Tramway Museum plus Bondi Junction & Carlingford (only the second time for an M set) in October, for the reasons outlined last issue. However, it has been confirmed for Saturday 22nd October - note a special opening of the Museum for the tour - which clashes with a theme running day, at this time of year too awkward to move. Therefore, both items will stand for 22/10. In place of the Model Park visit on Sunday 30/10, a return convoy will take place to Exeter. Watch the blackboard or call for details.

THE OPPORTUNITY EXISTS FOR AMRA members to have an "open night" at HobbyCo, where, after normal closing, we have the run of the store at a discount price. There have been a few positive responses, so keep an eye out for this one as the weather gets warmer.

IN MAPPING OUT NEXT YEAR'S programme, as begins each August, a suggestion has been made for an overnight trip (Sat/Sun) to Cowra, taking in the Cowra City Caravan Park (famous for its railway theme), Lachlan Valley Railway and Lachlan Valley Model Railway Club. It would take place in April 1995, prior to Easter. In the period after the Exhibition a proposal will be put together and disseminated.

OUR RESIDENT C.T.C. GURU on the HO layout, Fred Stell, runs small clinics as required to give personal instruction on operating this major component of the layout. These instruction sessions may be held on either the 2nd or 4th Saturday of the month (i.e. a non-meeting day) as arranged. If you would like to gain experience on the C.T.C. panel, speak to Fred at the club or phone 534-5121 to arrange a clinic session.

IT IS PROPOSED THAT work may progress on the New HO Exhibition Layout on running days. If you are interested in



assisting, make yourself known to that sub-committee: Phil Kelly, Jack Parker, Alan Tonks or Glenn Percival. Thank you to those who have indicated an interest thus far.

## Club Programme

### September

- Sat 3rd Visit to Central Coast Steam Modellers, Narara  
"Anniversary Day" - by train  
Fri 9th Monthly Modelling Clinic  
Layout Operation, HO & N Gauges (General)  
Sat 17th Learn the Layouts Clinic - O Gauge Layout  
Fri 23rd Exhibition Preparation  
Sat 24th Exhibition Preparation (if necessary)

### October

- Sat 1st to Mon 3rd THE 32ND SYDNEY MODEL RAILWAY EXHIBITION 1994  
Sat-Sun 9am to 6pm  
Mon 9am to 5pm  
Adults \$6  
Children (up to yr 12) \$3  
Concession \$3  
Family (2+2) \$15  
Multiday \$12  
Under 5s free  
Fri 14th Monthly Modelling Clinic  
Layout Operation, HO & N Gauges (General)  
Sat 15th \*\* OPEN DAY \*\* 10am to 5:30pm  
Sat 22nd Layout Operation (Americas)

- SETS tour to Sydney Tramway Museum, Bondi Jct & Carlingford  
Fri 28th Audio/Visual - BYO 8mm film  
Sun 30th "Return to Exeter"  
November

- Sat 5th "Scenery for Large Areas"  
Gary Spencer-Salt, "The Model Railroad Craftsman"

- Fri 11th Federal ANNUAL GENERAL MEETING

- Members only  
Sun 13th Visit to Zig Zag Railway, Clarence  
Sat 19th Members' Auction  
(please book lots in by 2pm)  
Fri 25th Layout Operation (European)

### December

- Sat 3rd Prototype Operating Group  
Timetable Demonstration  
Xmas Sausage Sizzle  
Fri 9th Monthly Modelling Clinic  
Layout Operation, HO & N Gauges (General)

- Sat 17th Audio/Visual - to be advised  
Fri 23rd Layout Operation (General)  
Fri 30th Layout Operation (General)

### January

- Sat 7th Layout Operation (Americas)  
Fri 13th Monthly Modelling Clinic  
Layout Operation, HO & N Gauges (General)

- Sat 21st \*\* OPEN DAY \*\* 10am to 5:30pm  
Fri 27th to be advised

### February

- Fri 3rd Visit to Hills Model Railway Society

- Sat 4th Branch ANNUAL GENERAL MEETING  
Members Only  
Fri 10th Monthly Modelling Clinic  
Layout Operation, HO & N Gauges (General)  
Sat 18th Members' Auction  
(please book lots in by 2pm)  
Fri 25th Audio/Visual: to be advised  
NOTES

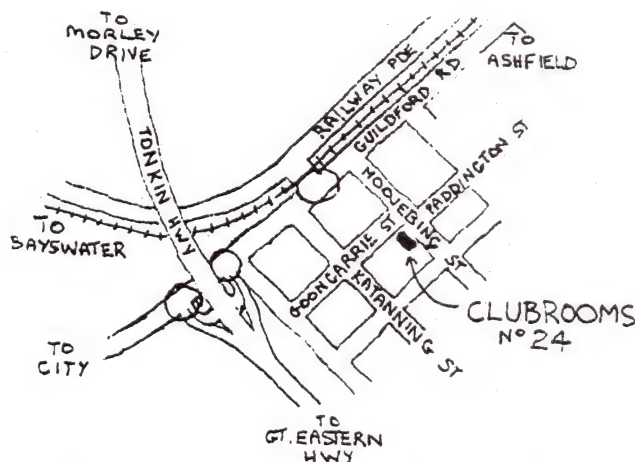
- \* WORK DAYS: Wednesdays from late morning; most Monday nights 7:30-10pm.  
\* Continuing Clinics possible on Layout Operation days, including scratch/kitbashing, throttles & work on New Exhibition Layout.  
\* On Layout Operation days PRIORITY is given to prototype indicated.  
\* Guests welcome at meetings unless otherwise indicated.  
\* Meeting times, unless otherwise indicated, are:

- 1st & 3rd Saturdays 2:00 to 5:30pm  
2nd & 4th Fridays 7:30 to 11:00pm.  
\* Clubrooms are situated in Chapel Lane, Rockdale.  
Phone 567-1899.

- \* This programme is subject to change without notice.

- Updated programmes available from the Clubrooms.

- \* All correspondence on N.S.W. Branch matters should be addressed to: The Secretary, AMRA NSW, PO Box 194, ROCKDALE NSW 2216.



## Simon's Scribblings

Yes I am back and a'scribbling! I would like to thank the other members of the 1993/94 Management Committee who kept things going while I was away enjoying myself on the Australian Railway Enthusiasts organised 53 day rail tour of the United States, much of it by rail.

First of all, I must mention.....

### THE WESTERN AUSTRALIAN BRANCH "CLUB" AWARD

The Management Committee received three nominations for this award for 1994, but one of them was received after the publicised deadline of 21st May. After consideration of the other two nominations, the Management Committee unanimously agreed that Matthew Turner should receive the Award for 1994.

First item of 'General Business' at the

1994 Annual General Meeting was for me to announce this decision of the Management Committee and those members attending the Annual General Meeting responded with sustained and loud applause - some even standing for the occasion. It was clearly a choice that was widely accepted.

I had much pleasure in presenting Matthew with a replica shield which noted the purpose of the Award, that is, to the member whose contribution to the betterment of the Branch has been seen by the other members as 'outstanding'.

The perpetual trophy associated with this Award, "The Ted Thoday Encouragement Award" has had Matthew's name added, to join with Dennis Ling (1992 Award) and Richard Smart (1993 Award).

Matthew has been a member of the Association since October 1989, which I suspect is when he turned ten years of age, as

he had been coming to the Branch since 1987 with his parents Norm and Sue.

He has always been prepared to get involved in Branch activities and has been active in many ways. His sensible, disciplined conduct in the Branch Clubrooms and while participating in Model Railway Exhibitions has been commented upon favourably by members of the Branch and by members of the public.

Over the past couple of years, he has been the leading light in the design and the construction of the "Student Members' Layout", taking on the role of "gaffer", under the supervision of the Layouts Coordinator and the general guidance of a number of other senior members offering advice, suggestions and assistance. We have been at pains to ensure that Matthew has remained 'in charge' at all times and this has been achieved because of his ability to accept re-



sponsibility.

The example that he has set and continues to set to the other young members of the Branch is extremely high. He is showing leadership qualities of a high order for one so relatively young.

Congratulations, Matthew.

## 1994 Annual General Meeting

The Annual General Meeting for 1994 was held on 18th July, deferred by two weeks. The major item of business, apart from hearing from me and the Treasurer, was the election of the Management Committee for 1994/95.

The members of the outgoing Management Committee for 1993/94 were Jim Hidden, Gary Arcus, Alan Porter, Barry Bryant, 'Nobby' Clark, Garry Pilmoor, Tim Shenton (who had retired from the Committee earlier in the year), Richard Smart and Ken Hatcher (who had been co-opted to fill the vacancy created by Tim Shenton's retirement). I would like to thank all of the above members for their contributions to debate at Committee meetings and for their support during the past year.

The Management Committee for 1994/95 elected at the Annual General Meeting and the division of accountabilities decided at the first meeting of the Committee is as follows:-

**PRESIDENT** Simon Mead

276 8745 Auctions Coordinator

**VICE PRESIDENT** Richard Smart

361 9631 Programs Coordinator

**SECRETARY** Barry Bryant

399 1116 Layouts Coordinator

Workshop Equipment

**TREASURER** Alan Porter

330 1848 Editor of  
"THE BRANCHLINE"  
Branch membership  
Registrar

**COMMITTEEMAN** Gary Arcus

332 5651 Library Coordinator

1995 Exhibition Coord.

ModelRail '94 Coordinator

**COMMITTEEMAN** Stan Emberson

401 3230 Joint House Officer

**COMMITTEEMAN** Garry Pilmoor

279 1689 Sales Coordinator

**COMMITTEEMAN** Norman Turner

279 3852 Joint House Officer

I would like to welcome our two new Committee members Stan Emberson and Norman Turner and I hope that, as Joint House Officers, they keep up the quality of the biscuits! Seriously though, I am sure that they will find their membership of the Branch's Management Committee a useful insight into how the Branch operates, although, as they have already found, there is a lot of business to be conducted at each meeting of the Committee and this does take time!!

If you have a query or a request specifically related to the areas of responsibility defined above, please feel free to contact the appropriate Committee member on the telephone number given. If that is not possible, do not hesitate to contact any member of the Committee and they will pass it on.

## The Club Extensions Project

I last reported on this project in the February issue of "THE BRANCHLINE" and, as they say in the classics, "a lot of water has flowed under the bridge" since then!

It was then mentioned that the drawings prepared by Derek Pitkin were being checked prior to their submission to the City of Bayswater for a Building Permit. John Ellis, who had done the drawings for the initial Clubrooms construction project, volunteered to check out the drawings but due to pressures on his time and the need, in his view, for a computer model check of structural steel stresses, the checking has taken longer than had been first envisaged. Anyway, John has found certain aspects of the structural steel design which needed modification and these have been conveyed back to Derek, who is making the necessary changes as and when time permits.

During June (and during my absence), it was foreseen that it would not be possible for us to apply to the City of Bayswater for a Building Permit and to have 'substantially commenced' the development of the project by 30th June, as was required under the conditions of the Planning Approval for the project given by the City of Bayswater on 1st July 1993. Alan Porter called in to see the Planning officer who had been involved with the issue of the Planning Approval to see if a modest extension of the Planning Approval to, say, the end of August, might be possible but the answer was a great big "No". The whole process has to start all over again!

This will be done in the near future, but this time we will ensure that we have all our drawings, etc. for the Building Permit application 'ready to roll' when a new Planning Approval is, hopefully, given. Meanwhile, watch this space.

## Membership Renewals

Yes! it's that time of the year again. Unless you have joined the Association at or since our 1994 Model Railway Exhibition, you will have received a Membership Renewal form in the last issue of "JOURNAL" sent to you.

You can pay locally or direct to the Federal Registrar. To pay locally, forward your remittance with a completed Renewal form. However, if you come to the Clubrooms and find that you have left your Renewal form at home, don't worry - we have some spares there, as we're always prepared to take your money!

## ModelRail '94

### & the 1994 Rail-way Modelling Competition

Planning is now under way for these events. ModelRail '94 will be to a different concept to previous ModelRail events, in that it is hoped that it will have a theme such as "Modelling the Railways of Western Australia" (or perhaps we might have to delete the word 'Western' from that title, depending on responses we get!).

The timing for the two events, held in tandem, has been moved from the usual late October/early November to early December - an exact date is still being selected but will

be either the weekends of 3rd/4th December or 10th/11th December, depending on a number of factors including the production schedule for the December issue of "THE BRANCHLINE".

Gary Arcus has agreed to take on the role of Coordinator for ModelRail 194 and for the 1994 Railway Modelling Competition. He will be assisted by Graham Watson in the organisation of the ModelRail segment, the inspiration for which has come from a proposal advanced by Graham.

Although there are some details of the Railway Modelling Competition elsewhere in the WA State News, complete details of ModelRail 194 are not yet available. These will be given in the October issue of "THE BRANCHLINE" but just because you have an additional month to finish that award winning model for the Competition, it doesn't mean you can stand around doing nothing now get stuck in, as we want to see lots and lots of superb models entered by members and by others.

**Simon Mead  
President**

## Membership Matters

Seven new members of the Association in Western Australia since the publication of the last issue of "THE BRANCHLINE" and they are all, automatically and without further outlay, members of the Western Australian Branch as well. We welcome them 'all aboard' and we hope that their membership of the Association and of the Western Australian Branch, in particular, will be both enjoyable and fruitful for them.

They are :-

Greg DAVIS	Winthrop	N
Gary GRAY	Swanbourne	Sn3½
Peter & Sheryle Lee GIMM	Balga	HO
Clive NAPIER	Kelmscott	N
Peter SWEETMAN	Lockridge	HO
Michael WHITE	Kardinya	N

Branch membership at the beginning of August stood at 381, an increase of 32 above the figure at the same time last year. Unfortunately, this increase was too few to enable the Branch to gather in the bonus offered by the Federal Committee of Management for a net 10% increase in membership numbers over 1993/94. Like Avis, we'll have to try harder this year!

Good news though for Henri Raafs, who joined the Association in March and was the 50th new member of the Western Australian Branch in 1993/94. Consequently, he has been given two years free membership of the Association for 'being in the right place at the right time!'

Actually, there were 60 new members of the Western Australian Branch in 1993/94 and it can be seen that the net overall gain of 32 members reflects the loss of 28 'old' members due to various causes.

**Alan Porter  
Branch Registrar**

## Scribbles from the Scribe

Well, in the cold (3°C) light of dawn, the day after the first meeting for your new Branch Management Committee, and looking at my notes, you would understand the heading for this article. This is your "FLY ON THE WALL" article, where I briefly try



to keep the masses informed as to the goings on of your elected leaders, so here goes.....

The main item of business was, of course, the arm twisting, volunteering, delegating (call it what you like), assignment of jobs for the coming year.

Alan Porter has once again offered to be the Branch Registrar and the Editor of "THE BRANCHLINE". Alan indicated that he had been approached by at least one hobby shop about advertising in "THE BRANCHLINE". He is currently investigating this in conjunction with the possibility of having "THE BRANCHLINE" printed commercially (more anon, no doubt). Gary Arcus will continue as Library Coordinator and has also taken on the tasks of Railway Modelling Competition Coordinator and 1995 Model Railway Exhibition Coordinator. Garry Pilmoor once again continues his good work as Sales Coordinator, whilst Richard will be the Programme Coordinator for another year. Simon Mead, as well as his presidential duties, looks after Auction Coordination, whilst our two new Committee members, Stan Emberson and Norman Turner, are our House Officers. This leaves 'Yours Truly', Barry Bryant, to handle Publicity as part of the secretarial duties, to continue as Layouts Coordinator and take on the responsibility of Workshop Equipment Officer.

Now for the other items of business. As those who attended the Annual General Meeting will know, we ran out of time to get a Building Licence for the Clubrooms extension before the Planning Approval lapsed. We now have to re-apply for Planning Approval. However, once we obtain this, we should be able to get a Building Licence fairly quickly. The detailed structural plans for the building are currently having some modifications done to them and they should be ready shortly.

An interesting letter was received from 'Rick' Richardson of Victoria (and 'Vulcan Vale' narrow gauge railway fame) offering the Branch his complete set of "JOURNAL" from Vol.1 No.1. As we are missing a large number of the early editions, this offer will be of invaluable historical significance to the Branch and we are in the process of gladly accepting Rick's very generous offer.

Graham Watson put forward a suggestion, through Garry Pilmoor and others, that ModelRail '95 should be moved back in time from late October/early November to early December and should have a Western Australian (or Australian) theme, with displays and our current three layouts plus additional ones running Western Australian or Australian prototypes. The Management Committee accepted these suggestions, with a date to be finalised, subject to the availability of the building of the Light Car Club of W.A. next door.

There was discussion about exhibiting "Haltwhistle" at our 21st Model Railway Exhibition in 1996 (refer to the "AROUND THE LAYOUTS" report). Simon and I will conduct a survey of the "Haltwhistle" layout to see what has to be done for this to happen.

Finally, the Midland Centenary Committee has approached (informally at this

point) the Branch with a view to holding our next model Railway Exhibition in Midland as part of the Centenary celebrations. Garry Pilmoor will make some preliminary enquiries regarding the venue, etc.. As I say, the approach has been informal at this point in time. I will keep you informed as things do or do not develop.

So endeth the first chapter.....

Not quite, the past month has seen an extremely large number of transactions conducted through "Moojebing Market" and "Paddington Market", keeping our Duty Committeemen very busy. A little patience and understanding by members, particularly on Saturdays, would be appreciated.

**Barry Bryant**  
Secretary

## Around the Layouts

As you will note from "THE SCRIBE'S SCRIBBLINGS", mention was made of the possibility of exhibiting the Branch's 00 scale layout, "Haltwhistle", at the 1996 Model Railway Exhibition (our 21st). This came about as a result of a number of members approaching me during our recent Model Railway Exhibition with the idea that as the 1996 Exhibition is our 21st, we should make it a special event and we should try to get some of the more popular layouts from previous Exhibitions displayed again. "Haltwhistle" is, and has been, a very popular layout over the years and it would be nice to exhibit it one more time. My understanding was that it is very fragile after all these years and not up to being moved again. After discussion with the other Committee members, it was felt that there was merit in the theme for the 1996 Exhibition and that there was no valid reason why "Haltwhistle" couldn't be a part of it. With this in mind, Simon Mead and I will do a survey of the layout to determine its true condition and what needs to be done to get it ready for exhibiting in two years time. It is therefore even more imperative that we recruit a 'Gaffer' for "Haltwhistle" to look after the repair/refurbishment programme and to coordinate the running of the layout at the Exhibition. Any volunteers, please?

Also, what about other layouts from Exhibitions past? Do they still exist? Are they operational? Are their owners/operators interested in exhibiting them again? Let's have your thoughts on these questions.

Turning to slightly more pressing matters, the 1995 Model Railway Exhibition is now only TEN MONTHS away and the Branch's layout for that one will be "Ebford Regis". Dennis Ling and his band of helpers are well on their way to having it finished well ahead of time. However, many hands make light work, so if you want to get into the big stuff, go and have a talk to Dennis.

The N scale gang are having a bit of a rest after their efforts of the past twelve months. We will, over the coming months, have a close look at the new rules with a view to rectifying a number of electrical faults and we will also take a look at the track sectioning so as to improve the operational functions of the track plan. If "Haltwhistle" is to be exhibited in 1996, it will be three years before the "West-N-Trak"

layout goes on show again. This should allow us plenty of time to revamp completely the Station Modules, which have been retired to storage in the loft for the time being.

As Layouts Coordinator, I must congratulate Matthew Turner on his being awarded "The Western Australian Branch 'Club' Award" for exceptional contribution to the Branch's activities during the past twelve months. It was well deserved for all the efforts he has put into the planning and construction of the "Student Modellers' Layout". This is starting to come along well now, but more helpers are required, so come on, Lads, let's give Matthew and Chris a hand.

Finally, talking of layouts - ModelRail '94 looks like having an Australian theme (or, optimistically, a Western Australian theme), with the three layouts in the Branch running Australian stock (or, optimistically, Western Australian stock!). I see no problems with "Haltwhistle", I'm not too sure about "Ebford Regis" but I do foresee a problem with the "West-N-Trak" layout. The usual operators on that layout have predominantly American outline equipment - where are all the 9mm gauge modellers of Western Australian or Australian prototypes? We need you to make ModelRail '94 a success. Please contact me or the N scale 'Gaffer', Ian Wood if you have Australian models running on 9mm gauge track. I know there are a number of members who would like to model Australian railways in N scale and just need a push - this could be the catalyst for an increase in Australian prototype modelling.

**Barry Bryant**  
Layouts Coordinator

## Cardboard Kit Construction

for New & Inexperienced Modellers

The Cardboard Kit Construction Evenings (to be held on Wednesdays, September 14th and 28th and October 12th and 26th) are another series of 'hands ons' for anybody who would like to improve their skills in assembling cardboard kits. The idea is to bring a cardboard kit which can be constructed over the four evenings, with help from your hosts, plus some work at home perhaps. The kit can be of any make, any scale and any prototype but should not be too complex for the new or inexperienced modeller.

As well as the kit, you will need

- a sharp craft knife - the snap off type is quite suitable.
- a modelling board - the best one is the soft, double sided, self healing cutting mat but a piece of chipboard, Medium Density Fibreboard (MDF), or heavy cardboard will do.
- PVA ('White Glue') adhesive or your favourite, if it works.
- 30cm steel rule.
- a straight edge, such as a 30 cm steel rule
- water colour paints or felt pens.
- a fine tipped artists brush if you're using paints.
- elastic bands, pegs and clips to help to hold things together while the glue sets.

These evenings will have a certain formality about them: for instance the Start-



ing Time is 8.00pm sharp. However, the whole idea is to enjoy yourself while improving your modelling skills and to enjoy the company of other modellers (or 'modelers' if you're building a U.S. made kit!) in a modelling situation.

Information sheets will be made available to all participants.

**Barry Keens**

## The Exeter & West Junction Railway

The South Devon area of England abounded with branch line railways built by the Great Western Railway and the Southern Railway.

One line ran northwards from Newton Abbot to Moreton Hempstead, passing through Heathfield. At Heathfield a further line branched through the Teign Valley to Exeter and on then to Paddington (London). This route served as a relief to the direct mainline between Exeter and Newton Abbot, especially when rough seas threatened the exposed railway behind the sea wall between Dawlish and Teignmouth. Further west, another branch line ran north from Totnes to Ashburton - part of this line is preserved (the Dart Valley Railway) and steam still runs.

In planning the EWJR, it was decided to base the layout on these two branch lines combining into one. Just south of Heathfield is Teigngrace and a direct connection to Ashburton is a possibility. Indeed, at one time such a line was considered.

What has been constructed is a large oval which represents the Moreton Hempstead line and a junction station created at Teigngrace. From this junction the line to Ashburton runs.

The Ashburton line has stations at Hoyle, which includes a spur to a roadstone quarry, and Bickerton. Bickerton has a small yard and connections to a dairy and a timber mill.

Ashburton has been built to scale from plans and photographs of the prototype.

Teigngrace has a small locomotive depot, a fair size goods yard, a sorting yard for the Ashburton branch and a Tramway, giving connections to an engineering works and a frozen foods factory.

The model is some 10 metres long by 4 metres wide constructed in conventional fashion with an operating area in the centre. The branch climbs up and over the main line loop and Ashburton is outside the main boards but still in the same room. The main line oval has a fiddle yard representing both Exeter and Newton Abbot. Moreton Hempstead is represented by a dedicated siding in the fiddle yard.

The track layout is in accordance with Great Western Railway practice and great use has been made of actual GWR station layout plans.

Teigngrace is signalled from a lever frame on the side of the baseboard and signals are spring return operated by fishing lines in screwed eyelets under the boards. With wiring, two rail and two wire system, some eight switched sections and solenoid operated points, the underside is really a

'good' example of how not to do it! However, it works!!

The emphasis of the railway is operation and it is run to a sequence. There is a variety of operations with

a. **Milk trains**, down from Exeter, hauled by a main line locomotive such as a 'Castle', a 'Hall' or an unrebuilt Southern Railway

'West Country'. Locomotives are changed at Teigngrace for the branch and the train to Bickerton is hauled by either an 0-6-0 Pannier tank or a 2-6-2 Prairie tank. The balancing train, taking full tanks to Exeter and beyond, follows the reverse procedure.

b. **Stone trains**, from or to either direction, are hauled on the main line by one of a number of locomotives, such as 0-6-0, 4-4-0, 2-6-0 and 2-8-0 tender locomotives and are changed at Teigngrace for a locomotive from the branch allocation. Because there are no runround facilities at Hoyle, trains have to work to Bickerton and return down the branch and set back into the quarry. Full trains run direct to Teigngrace.

c. **Van traffic**, which includes trains for the Frozen Foods factory along the Teigngrace Tramway, general goods for Teigngrace, Bickerton and Ashburton and parcels/newspaper trains. The last mentioned trains come into Teigngrace from Exeter, usually with five bogie vans and are split into three parts, one for Teigngrace, one for the branch and the remainder for Newton Abbot. The return train gathers them together.

d. **Other trains that run are** Coal - Bickerton, Ashburton and the Tramway

Chemicals - Bickerton and Hoyle  
Fuel - Teigngrace and Ashburton  
Timber - Bickerton

Teigngrace has a goods shed and pick-up goods trains collect and deliver as required.

### Passenger trains

i **Diverted expresses**: Exeter-Newton Abbot non-stop and return

Local: Teigngrace to Ashburton: Auto-train or Railcar

Local: Newton Abbot to Moreton Hempstead: 'B' set

Local: Teign Valley to Exeter: Corridor set  
ii **Holiday expresses**: The West of England is a very popular holiday area and railways carry a fair load such that at peak times special trains run via Teigngrace from as far afield as Scotland and the North of England with unusual locomotives and rolling stock.

All of the preceding trains are based on fact and the consists are made up similar to published load diagrams but are of a reduced length.

I have forgotten to mention other trains that run - engineers, cattle to and from Ashburton as well as malt from the same place. Bickerton also receives cement.

The period of operation has been set at 1947, the year that I first started modelling railways. I still use my first locomotive, a hand built Pannier tank. This now has a Hornby mechanism but the original hand made frames still exist as does the XO4 motor which still works but has rather a lot of bearing play!

Locomotives used are mainly GWR types but there are a few from other English rail-

ways. They are a mixture of proprietary ready-to-run, kit-built and a few hand made. There are twenty two locomotives, twenty five carriages and two hundred items of goods stock.

Finally, I started the layout as a GWR branch but it is only in the last fifteen years or so that I have become aware of making a 'model of a railway' and made the necessary changes. Because of house moves, it has been rebuilt eight times!

I have used the following reference books:-

"The Teign Valley Line" by L.W. Pomroy  
"The Great Western in South Devon" by Keith Beck and John Copsey

"Great Western Branch Line Modelling - Parts One and Two" by Stephen Williams.

Peter Goss  
Boyanup  
April 1994

## Library Notes

More donations to the Branch's Library, with several very interesting additions.

Jack Elliott went on a tour to New South Wales earlier this year and visited the Thirlemere Railway museum to refresh his memories as a driver of steam trains, including the Garratts. He bought a number of items while on tour and has since donated them to the Library. His last donation is the videotape "Days of Steam", a sixty minute record of workings on New South Wales Railways in the period 1949 to 1970.

Other donations came from new member Gary Gray, including a copy of an old book "Building and Laying O Gauge Track". Wally Burke, an ex-WAGR senior engineer, donated a number of books and magazines and John Mills continued with his long running donations of current issues of "Railway Magazine" and "Railway World" to the Library as soon as he has read them.

As noted in a previous issue, we are in need of a copy of the December 1993 issue of "Railway Modeller" - if you have a spare copy, we would be grateful for its donation to the Library.

Other good news is that "Modelling Railways Illustrated" (or "MODRILL" as the publishers, Irwell Press refer to it) is now back on track with the delivery of Issues Nos. 4 and 5 and, at long last, Issue No.3, all copies of which headed for Australia had previously become lost in the postal system from U.K. to Australia. This bi-monthly magazine started in September 1993 and is a high quality production which focuses on 'finescale' techniques. It is well worth a look.

**Gary Arcus**  
Library Coordinator

## Paints for W.A.G.R. Vehicles

Who hasn't admired the handiwork of Stuart Mackay, with his superb models of WAGR diesel railcars, locomotives and coaches? Stuart has experimented with various types of Humbrol enamels to finish his models in authentic WAGR 'pre orange & blue livery' and has supplied the following list. If you know of any other suitable paints, please let Stuart know (Tel: 09 332 3520) so that they can be added to the chart.



No.	NAME	TYPE	APPLICATIONS	COMMENTS
3	Brunswick Green	Gloss	Railcars and Coaches 1954-80	Needs matt coat finish
7	Light Buff	Gloss	Roofs of Railcars	Needs matt coat finish
11	Silver	Gloss	Some Railcars and ADT Trailers	DO NOT MATT COAT
19	Red	Gloss	Railcars and Coaches 1954-80	See No.60 below Steam & Diesel Electric Loco buffer beams
22	White	Gloss	Railcars and Coaches 1954-80	Can matt coat
24	Yellow	Matt	Trim on Diesel Electric locomotives 1954-80	
28	Off-white	Matt	Suit cab roof of 'Z' Class Shunter	
33	Black	Matt	Suit all underframes and bogies	
60	Red	Matt	As for No. 19 above	Probably a preferable alternative to No.19
63	Sand	Matt	Interior of Coaches	
70	Brown	Matt	Most 4-wheel and 8-wheel wagons prior to Westrail Yellow	
76	Green	Matt	Suit country coaches 1954-87	Excellent P, Pm locomotives, Diesel electric locomotives 1954-80 and Z Guards Vans
92	Grey	Matt	As an undercoat on styrene.	An excellent base for top coats
94	Sand	Matt	Roofs and interiors of Coaches	An alternative and lighter shade to No.63 above
102	Cream	Matt	Roofs and sides of coaches 1954-87.	

### Programme

Saturday	1st October	General Club Activities	Note 2
Monday	3rd October	"GOING LOCO IN THE U.S.A." - a SLIDE SHOW presented by Simon Mead	Note 12
Wednesday	5th October	L.M.S. Modellers of W.A. Special Interest Group	Note 8
Friday	7th October	N scale Special Interest Group "Topic Night"	Note 6
Saturday	8th October	"Have Your Say"	Note 13
Monday	10th October	Sn3½ Special Interest Group Meeting	Note 9
Wednesday	12th October	Cardboard Kit Construction W/shop III	Note 10
Saturday	15th October	Special Project Afternoon	Note 14
Monday	17th October	Locomotive Hauling Trials	Note 15
Friday	21st October	N scale Special Interest Group meeting	Note 1
Saturday	22nd October	General Club Activities	Note 2
Wednesday	26th October	Cardboard Kit Construction W/shop IV	Note 10
Friday	28th October	Southern Railway Modellers Special Interest Group	Note 4
Saturday	29th October	General Club Activities	Note 2
Monday	31st October	General Club Activities	Note 2

### Programme Notes

All meetings, except where noted, will be held in the Branch's Clubrooms at 24 Moojebing Street, Bayswater (right opposite to Paddington Street). Moojebing Street runs off Guildford Road towards the Swan River about 50 metres east of the traffic signals which are opposite the Cresco fertiliser works.

The times of the meetings are as follows, unless otherwise noted: Mondays and Wednesdays: 8.00pm Fridays: 7.30pm Saturdays: 1.30pm

The committeeman who is the Duty Officer for the meeting will open the Clubroom at least 15 minutes earlier than the times specified above.

Visitors are always welcome - just come on in and introduce yourself to the Duty Officer. His name is on the wall, just to your left as you enter the Clubrooms and he will be wearing a red coloured "Duty Officer" badge - if it isn't obvious who he is, just ask someone there to find him for you! The Duty Officer will show you around the Clubroom (which we know to be the best of any model railway club in Western Australia and possibly even anywhere else in Australia!) and he will introduce you to some of the others present whose modelling interests are in the same area as your own.

The fees payable by members at each

meeting cover some of the general operating expenses of the Branch's Clubrooms and entitle members to free hot refreshments (tea, coffee, Milo) and a biscuit (or two!). No fee is required from visitors unless they keep coming to the Clubroom as a visitor week after week, without even giving a hint about joining the Association (and thereby, the Branch).

Cool drinks are available from the refrigerator in the Meeting Room see the Duty Officer to gain access to the refrigerator to make your choice. Cordial is also available from the refrigerator and at no cost.

**Note 1** The N scale Special Interest Group meetings on the third Friday of each month are designed to allow active modellers in N scale to enjoy sane running on the Branch's "West-N-Trak" layout. However, you don't have to be a modeller in N scale to come along to these meetings - you just need good eyesight!

**Note 2** At the General Club Activities meetings, you may use the Branch facilities more or less as you wish (provided that you recognise the feelings and the entitlements of the other members) - you may run your own train on the Branch's 16.5m gauge "Haltwhistle" layout (except that all but the smallest Sn3½ models will have difficulty in passing the platform edges) or you can use some of the Branch's gear (see the

Duty Officer to get an issue of the Branch's OO scale equipment), you can do much the same on the 9m gauge "West-N-Trak" layout, you can assist with the work on the O scale "Ebford Regis" layout for the next Model Railway Exhibition, you can help Matthew Turner and the other Student Members with the development of their new 16.5 gauge layout, you can browse through the mountains of information that we have in the Branch Library, you can put a videotape in the VCR (and sit back and watch the show!), you can make use of the Branch's "Work Station" for that job that you haven't been able to do at home (except that you must be accredited for the use of the Lathe and the Air Brush - can be issued to accredited members by the Duty Officer) or, if all these activities seem a bit too arduous, you can chat away to like minded model railway enthusiasts.

And, don't forget to ask questions! Find the Duty Officer and he will either answer your question/s or he will find someone who can.

**Note 4** Anyone interested in the modelling of the Southern Railway, its constituents (such as the London, Brighton & South Coast Railway, the South Eastern & Chatham Railway, the @don & South Western Railway) and its successor, British Railways (Southern Region) are invited to come along and meet 'kindred spirits'. There is a topic for each meeting, but information on the topics for 26th August and 28th October are not available as this issue goes to press. Nevertheless, a phone call to Mike Sibley on 09 496 1243 a week or so before each meeting will reveal what is to be discussed.

Construction has started on an exhibition layout based on Alton, Hampshire, so you may be able to offer to show off your skills on the other occasions when this Group meets elsewhere - details again from Mike Sibley.

**Note 6** Copied by the LMS Modellers, these are the ORIGINAL Topic Nights! Although aimed at the modellers in N scale, refugees from other scales are welcome to hear something about various aspects of modelling in N scale. In any case, much of what takes place is easily applicable to other scales.

The programmed topics for 7th October is "ELECTRICS MADE EASY"

**Note 7.** The incredible technological advances in photocopying in recent years give plenty of opportunity for the railway modeller to produce items that were previously

just on the 'want list'. David Hardy is an experienced photocopier serviceman well qualified to speak on this subject.

Colour photocopying, in particular, has opened up a whole new world for the railway modeller.

**Note 8** The LMS Modellers of W.A. aim to inspire the known modellers of the Midland & Scottish Railway (sometimes called the 'Ell of a Mess Railway!'), its many constituents and its successor, British Railways (London Midland Region) to greater heights by these monthly meetings where there is an exchange of information on a chosen topic, know-how on the availability



of LMS models, LMS modelling hints and tips, mutual admiration of each other's LMS modelling efforts and general chit-chat, but only on LMS matters!

On 5th October, the topic for discussion is "PLANKED OPEN GOODS WAGONS".

**Note 9.** At these 'workshop' sessions, you can try your hand at building a model of a 3'6" gauge vehicle in S scale (1:64) - you can start, under the guidance of experienced modellers, on a fairly simple project, such as a 4-wheel GC open wagon, and graduate, when you're more confident, into more complex goods wagons, passenger rolling stock and steam and diesel locomotives and railcars. You can get most of your modelling requirements for such activities, either from "Paddington market" (styrene sheet, MEK, soldering flux, etc.) or from the Railwest Models sales person present (wheels, compensation units, lost wax castings, brass rod, lead sheet, polyester resin wagon, van, coach and structure kits, etc.)

There will be modellers at all stages of skill and with their models at all stages of completion, so you will not be at all 'out of place' whatever your skill level. There's a great group of Sn3½ modellers there to inspire, guide, cajole or otherwise encourage you to get into and excel in this most desirable aspect of railway modelling - doing your local scene! Remember and be inspired by "Cunderdin" seen at the recent Model Railway Exhibition.

**Note 10** Barry Keens follows Ted Thoday's lead and guides new and inexperienced modellers through the stages of assembling and finishing a cardboard kit of a railway subject. The three remaining sessions will be along the following lines  
28th September Continuing the construction

12th October Adding the detail, painting  
26th October The finishing touches, weathering, etc.

See elsewhere for details of 'what to bring along'

**Note 12** Although 'burdened' with a video camera on his recent railway orientated holiday in the United States, Simon Mead did have time to take a few hundred slides also! He's still editing his video footage down to a manageable level but in the meantime, he'll entertain us with a selection of the slides that he took. Should be worth seeing!

**Note 13** Although there's always been the opportunity at 'the first Monday of the month meeting' for members to bring up 'formal business' regarding the operation of the Branch, not much use seems to be made of this facility and mostly the formal business has been members of the Branch Management Committee announcing what was happening in their particular 'portfolio'.

Following a suggestion made at the 1993 Annual General Meeting and trialled on three occasions in 1993/94, it has been decided to continue to hold a quarterly activities "Business Meeting" at which members have more time available to them to put forward suggestions or to make criticism of the current procedures, etc.. However, the intent of the meeting is not to usurp the rightful responsibility of the Branch Manage-

ment Committee to manage - it should be regarded as a meeting, giving the Management Committee useful feedback on what they're doing and giving them 'food for thought' on possible changes or improvements.

On 8th October, this meeting will commence at 2.30pm in the main Meeting Room. It is expected to last only 30 minutes or so and while it is being held, all other activities in the Layouts Room and in the Library will be suspended. This should be a short, sharp meeting!

**Note 14** Time again to collate, staple, check, fold, envelope and Post Code sort the October issue of "THE BRANCHLINE". A good team effort of 16 or so members can usually knock this task off in about ninety minutes and then everyone is free to carry on as if it is a General Club Activities day..... or sit down and read "THE BRANCHLINE" from cover to cover and see if a 'deliberate error' can be found!

**Note 15** Match your best (or, for a laugh) your worst locomotives against our "Dynamometer Mk.II" to see how much (or how little) they can pull, as measured outright, as a proportion of their weight and according to their electrical/magnetic/mechanical efficiency.

Please limit the number of locomotives that you bring to NO MORE THAN EIGHT otherwise, with a large number of members bringing along large numbers of locomotives, we could still be at the Clubroom well after midnight!

Members are asked to complete an Entry Form before they place their 'steeds' in the saddling enclosure'. At the end of the Trials, the top copy of these will be returned to the owners with completed calculations of how they went.

If possible, complete the Entry Form before coming to the Clubroom on the night. Copies of the Entry Form will be available at the Clubroom as from Monday, 3rd October.

## Letters

### The Editor "The Branchline" Dear Sir,

I was appalled to read Bill Williams letter (please refer to "From the Managing Editor"). I didn't think anyone else could be as stupid as me. Thirty years ago, Jack Stanbridge suggested that I should join a Club. He also tried to get me to let him come and look at my layout. For seven or eight years he persisted in spite of all my excuses and denials. I knew from the photographs in "Railway Modeller", etc. that my layout wasn't fit to be seen by an 'EXPERT' like Jack!

I have effectively denied myself thirty years of pleasure. On the (arresting!) suggestion of Geoff Bell, I joined A.M.R.A. after the 1994 Exhibition. For years I have half built my layout, then got discouraged when everything went wrong and 'hibernated' for a few years, then got started again, never really getting anywhere. I still didn't really know the difference between a smoke deflector and a sand pipe but now I have a whole club full of people who are quite happy to teach me. So far, I have been to only two meetings of the N scale Group and

I have already learned to use properly the Air-Brush that I bought seven years ago.

My suggestion to Bill is to come to a few meetings, invite someone with a little experience (not an EXPERT) to come and help you build your layout. Don't spend money on help - many will give this for free. Spend on materials and give yourself and your new friend the fun of building a new layout. Get your son to join in! You may save him from a worse and more expensive habit, like collecting Basketball Cards.

THE BEST HELP IS SELF-HELP!

**Greg Davis**

P.S. As an 'EXPERT' in a totally different field, I can assure Bill that Experts love to show off their knowledge and skills! Make use of them!!

**Dear Alan,**

Please allow me some space to comment on three matters raised in the June/July issue of "THE BRANCHLINE".

### SMOKE DEFLECTORS

The Southern Railway used a somewhat unique way of overcoming the drifting steam/smoke problem with the front end design of the boilers of the 'Spam Cans' ('West Country'/'Battle of Britain'/'Merchant Navy' classes) where the front end acted as a wind-scoop forcing air up through the front casing and out adjacent to the chimney. Perhaps our Southern modellers could enlarge on this and how successful it was.

Bill William's letter in that issue and the Editor's comments raise some interesting points.

CLIQUE 'exclusive group of people' according to my little dictionary, ummm! Not the term I would have used to describe modellers with similar interests working on club/group projects.

The only difference between us so called 'experts' and the new and inexperienced member(s) is that we have done 'it' more often and for a longer period and have therefore (hopefully) learned something from the experience. We all started, at various ages, with little, if any, knowledge, no experience and no expertise. The biggest problem most of us have had to overcome is actually making a start on something.

It is obviously going to be difficult getting to know people if one is only able to attend meetings three or four times a year, but it can be done. One of our members has literally not been to a meeting for several years as his work commitments have kept him away from Perth and frequently spends long periods away from Australia. Over the years, he and I have run a sort of modelling correspondence course, quite successfully he tells me.

I'm involved with the "Ebford Regis" project: I was one of the original 'founder' members: we've gathered a few more willing 'helpers' as time has passed. Some of these were inexperienced initially but take their place with the more experienced members learning as they go.

On "Ebford Regis" we have a planned work programme aimed at having the layout fully operational by early 1995, so that operator training and fine tuning can be completed ready for "Ebford's" appearance at the 1995 Model Railway Exhibition - we will need all the time that's available to



achieve this.

Those with their heads down, apparently ignoring everyone outside the work group/area, are probably concentrating on the day's project, attempting to get it right first time and on schedule.

May I suggest that next time a member feels that they are being ignored by a work group, they introduce themselves: say something along these lines:- "Hi! I'm (name), I'm a new member, can I help in any way? Is there something I can do?" Next time you'll find yourself holding two pieces of wire while one of us 'experts' solders them together. Soldering? Never done it? Ask a few questions, watch what is being used, how it is done - you're part way to being an 'expert'. Before long you will be taking 'things' home to work on; all the buildings and most of the turnouts on "Ebford Regis" were done this way by members willing to have a go.

It doesn't matter that your modelling interests are not in 7mm/ft scale Gauge 'O'/narrow gauge/broad gauge British steam preservation (my personal modelling interests are in 4mm/ft scale EM Gauge), as the basic techniques and materials are generally the same for all prototypes/scales/gauges.

What I've described is not unique to the "Ebford Regis" group you will find the same applies with the "West-N-Trak" group, etc..

The Branch runs 'new member sessions' as part of the normal programme. Part of the objective of these sessions is new member orientation, what the Branch has to offer and where it is, introductions are made to other members present, including members of the so called 'cliques'. The programme currently includes a series of 'modelling workshops' aimed at the new and inexperienced modeller. Did you come to the new members session? Are you participating in the 'modelling workshops'? Why not? You'll meet new people, learn new skills and techniques, have your questions answered.

You will also find a welcome at any of the 'special interest' group meetings - the same principle applies.

If none of these 'special interest' groups covers your particular modelling interest, advertise in "THE BRANCHLINE" for contact with kindred souls - perhaps you will start another Special Interest Group and broaden the appeal of the Branch.

To sum all this up in a few words..... GET INVOLVED, make the effort to attend every possible Branch meeting, including the work days you will be surprised at the modelling conversations which go on between members while weeding the gardens or collating "THE BRANCHLINE".

You will get back much, much more than you put in, that I will guarantee you- 'HOW TO GET STARTED' QUESTIONS: The Peco "Show You How" series of booklets take the modeller through the various major subject areas. The Peco and Model & Allied Publications books on layout plans have very simple, small layouts through to large, 'club' type layouts.

In my humble opinion, best of all are the railway modelling magazines, of which there are a large quantity in the Branch Library, covering British, European, American and Australian modelling and prototypes

particularly.

The basic modelling techniques are the same no matter what your prototype or scale/gauge ratio. In my early modelling days I was a lone modeller on an operational warship, without club contact. Much of my early modelling was based on what I read in the British model railway press, and by having a go. Sure, I stuffed a few things up, some so badly that they now rest on the ocean floor, some others went into the recycle box.

So, make use of the Branch Library, the books and magazines particularly, but also remember there is a selection of videos, many have been purchased, some donated by members and others are 'homemade' in the Branch by members, of members demonstrating techniques to others, etc.. There's an enormous amount of information available, all you have to do is to access it.

**Ted Thoday**

### Brought and Shown on 27th July 1994

I did not have to bring my items very far - just from out of the Library! I showed some of the new books recently added to the Library stock, one on Gauge 10, (32mm gauge) trackwork, the insert from a recent "Railway Modeller" with many N scale locomotive drawings (and a list of all the Ian Beattie drawings that have appeared in "R.M." over the years) and finally the recently acquired Irwell Press "Modelling Railways Illustrated Handbook No.3", "Painting and Lining in the Smaller Scales" which covers the painting, lining and weathering of locomotives and rolling stock.

Alex Danilov brought along a working example of a home made, slow acting point motor (working one of his scratch-built points) which he had made from small parts available in Dick Smith shops. The point was made from Railcraft rail and it prompted a number of questions as to its availability. It was suggested that Bill Webb's shop may be able to supply the questioners.

Fred Gladwin showed his recent acquisition of a Hornby GWR 28XX Class 2-8-0 locomotive brought back from the U.K.. He reported that it is a good runner but he noted that the front of the tender has separate wire handrails whereas those on the rear of the tender are moulded in plastic.

From the sublime to the ridiculous next, with Niels Kroyer displaying the very odd Danish SKRJM4 - one for the next quiz night, I think! The prototype began life in 1932 as a petrol engine railmotor, which was re-engined in 1952 with a diesel. The railmotor burned out in 1955 and it was then rebuilt into a very small and fragile looking 4-wheeled engine used for shunting. Neils built the model from an odd collection of bits available after the last full kit had been sold - a result of his badgering of a model shop owner in Denmark. The model uses a Faul Haber motor and has been very nicely painted and weathered into a most interesting and unusual model.

From locomotive building to locomotive dismantling next, with Graham Watson opening up the new Bachmann Branchlines BR Class 46 diesel locomotive from the

U.K.. He noted the significant differences in internal construction to the Bachmann BR Class 45 model (which was based on Mainline's technology), the Class 46 having two powered bogies driven from a central motor which is a push fit into the large weight block. Just in case members thought Graham was going all 'potty' and 'Pommy', he explained that the Bachmann models have the same wheel diameter as the WAGR/Westrail diesels - the mechanism could easily be used to power a WAGR 'A' Class with further investigation.

Gus Durham brought us back from locos to some very nice rolling stock from Trainorama of a Victorian Railways prototype VLX louver sided van and (NSWGR) AM Sleeping Cars.

Gus then displayed a very nice memento he has built up of "Flying Scotsman" memorabilia, assembled on to some polished jarrah blocks. It looks much better that this report of it sounds!!

He also showed the benefits of many years of modelling by cannily showing how a nice box of chocolates, sold in a hard perspex case with a hinged lid, can be bought for the modeller's long-suffering partner - and can then be used as a display case for small models. I think it shows how the really experienced modellers never stop considering the modelling potentials of everything that they look at!

Stuart Mackay then revealed his recently completed WAGR 'A' Class diesel No.1501 built on a Lima BR Class 31 chassis and he outlined the variations in this group of 14 locomotives. With high and low cabins, different profile curves on the body, large and small air boxes and different louvers, this is a real opportunity to build several locomotives of the one class. Just to show how it can be done, Simon Mead ducked out to the car park to bring in his 'A' Class, No.1511, with its quite different details.

One of the Branch's newest members, Pat Davies, brought his part completed DJH 'HO' scale kit of the NSWGR AD60 Garratt. As a new member, he had a few questions on lights, couplings and other matters for which the assembled experts provided a good variety of solutions.

When Martin Angelatos was called upon, he headed for the car park! But he did return..... with a 3 metre long board which turned out to have large gauge track on it. From his cardboard box, he then produced a number of 16m/ft scale wagons, while telling the story of how he decided to start scratch-building in his own style and to his own design. The 4-wheel open wagon, 4-wheel drop-sided wagon and the 4-wheel van all looked the part and have all been made from scrap wood and salvaged items. Much to everyone's amazement, he explained that they had all been painted using tinlets of Humbrol paints and that he had not yet used up a tinlet of paint, despite the models being the size of half a brick (but they run better than that!). The models even have scratch-built sprung couplings that join up with a most satisfying and realistic 'double click'.

From the very large scale to the very small, with Phil Kelloway presenting a very nicely scratch-built NSWGR '18' Class 0-6-



OT tank locomotive in 'HO' scale. The prototype was built by the Vulcan Foundry in the 19th century with only a small number in the class. Phil's model has apparently been many years in the making and has a Mashima motor, Romford wheels and many turned brass parts. It is now fully assembled and awaits painting. As with all brass locos, it seems a shame to paint them but I guess you can always strip the paint off later on!!

Finally, the President, Simon Mead, showed some of his 'treasures' obtained in the U.S.A. on his recent A.R.E. Tour which included the NRHS Convention and Railwayana swap-meet. He also showed a 'rough-cut' of some of the video footage that he took on the tour.

Gary Arcus

### From the Editor's Scrap Box

As the Clubrooms Extension Project has been set back a bit due to the complications of local government approval procedures, it will be a while yet before we have the space to put these general views into reality and so there is still plenty of time for you to put your views forward - you never know, you and your friends might produce enough 'weight' to swing the proposed layout over to a 25.77m gauge model of the railways of Lower Tibet, with the operating position on top of a scale model of the nearby Mt. Everest!

### Items of Interest to Sn3½

(derived from the Railwest Models, August 1994 Newsletter)

1. Articles of interest in "Model Railway Journal": Barry Norman's S scale standard gauge layout "Lytham Heath" in Issue No.68; Jas Millham's S scale standard gauge layout (reincarnated!) in Issue No.71.

2. Article in the January 1994 issue of "Model Railroader" about an Sn3 layout based on the Denver & Rio Grande Western Railroad.

3. Article in the February 1994 issue of "model Railroader" on constructing polyester resin structure kits.

4. Catalogue and Order Form from "Collector Models" who specialise in diecast tractors, trucks, farm machinery, construction and industrial equipment. This firm is based in Ballarat and seems to deal mainly in "Ertl".

5. Articles by well-known author Rod Milne on Western Australian railway stations and locomotives in the "ARHS Bulletin".

- "Narrogin as a Railway Centre" January 1994.

- "Nannup and its Trains" March 1994

- "All Change at Lake Grace" May 1994

- "The Swansong of the R/RA Class" July 1994

### Vale - Bill Gardner

I was pleased to see a half page valediction to (and photograph of) Bill Gardner in the August issue of "Railway Modeller". One thing that surprised (and impressed) me was the statement from Peco that under the Australian Model Craft agency, "our business grew from strength to strength in Australia, so much so that it was our number

one export market and we are pleased to say, remains so today. My surprise was that I had thought Peco's production of 'Streamline' track, in particular, was aimed very much at the U.S. market, where it seems to be well regarded and I would have thought would have been Peco's principal export market. But no, here's a time when Australia has been able to beat the Yanks!

### Vale - Bob Wardrop

The Federal Registrar wrote to me on 10th July, affected very much by the death that morning of Bob Wardrop. Bob was known to some of the older members of the Western Australian Branch, having visited W.A. a couple of times when the Branch was at Meltham station. He was a friend of Gus Durham, who came from N.S.W. 'way back in the mists of time'. Otherwise Bob Wardrop was probably not known by many in the Branch but he had been a stalwart of the New South Wales branch for many years. He had been a Committeeman of the N.S.W. Branch Committee, then in turn its President and its Exhibition Manager - clearly he 'led from the front'. He had a couple of years on the Federal Committee of Management. He presented many 'clinics' at the N.S.W. Branch on electric operation of turntables and semaphore signals and on several types of control systems. He also organised the communications systems at the N.S.W. Exhibitions at the Showgrounds and, in more recent years, at Liverpool.

Our sincere condolences to his family and to his friends in the model railway hobby in the N.S.W. Branch and elsewhere.

### A Matter of Pronunciation

The topic for discussion at the July meeting of the LMS Modellers Group of W.A. was "LMS CLERESTORY COACHES". The discussion opened with how to say it!

More than half the time, you hear it said something like 'cl-REST-ory' and I've even heard 'celestial'. The CORRECT way to pronounce it is:

#### CLEAR-STORY

In this matter, I use my copy of "The Australian Pocket Oxford Dictionary" where THE WORD's entry is as follows:-

clerestory (-ers-) n. windowed part of wall of cathedral &c. above aisle roof.

The various symbols used in the Dictionary are defined in the Introduction as follows:-

é unstressed vowel such as in 'privé'

y pronounced as in 'sunny'

or pronounced as in 'port'

er pronounced as in 'mere'

The Encyclopedia Britannica, under CLERESTORY, gives alternative spellings of "clerestorey" and "clearstory" and defines the term as "in architecture, any wall of a room carried higher than the surrounding roofs (sic - and that's another story, if I may pun a bit) so that windows can be pierced in it to light the room....."

The main reason for applying the clerestory roofing style to railway carriages in the 19th century seems to have been mainly due to the need to provide some headroom within the carriage for the rather bulky oil (kerosene) lamps used for carriage

lighting before the introduction of electric lighting. In many cases the raised centre section did not have windows (known as 'deck lights') fitted into the vertical sides.

So, let's hear it said 'proper' in future!!

## 1994 RAILWAY MODELLING

### COMPETITION

The 1994 RAILWAY MODELLING COMPETITION will be held on a date in early December yet to be determined but probably either 3rd or 10th December - The competition is open to ALL MODELLERS, whether they be members of A.M.R.A. or not. Entry forms for the competition will be available in the main hobby shops, from the Secretaries of other model railway clubs and by application to the Competition Coordinator early in September.

To cover administration overheads, there will be a small charge on each person entering the Competition, regardless of how many models he/she enters in the competition. The fee (advised on the Entry Form) should accompany the Entry Form when returned to the Competition Coordinator.

Subject to there being sufficient models entered by sufficient modellers, there will be categories for

#### LOCOMOTIVES

- Scratch-built
- Kit-built, with or without modifications
- Modified proprietary, ready-to-run

#### ROLLING STOCK

- Scratch-built
- Kit built, with or without modifications
- Modified proprietary, ready-to-run

#### STRUCTURES

- Scratch-built (incl. road vehicles)
- Kit built, with or without modifications

#### DIORAMAS

Trophies will be awarded in all categories, provided that there are sufficient models entered by sufficient modellers in each category. There will be a special award, "THE OSSIE GULLY CUP", for the Best Model over all Categories and there will be trophies for:-

(a) the best model, over all categories, entered by a junior modeller (defined as 'under 16 years of age')

(b) the best model, over all categories, of a Western Australian prototype

(c) the best model produced from a Railwest Models kit (Trophy being donated by Railwest Models)

Details of the judging system to be used will be available for the guidance of modellers. These, plus the Rules for the Competition, will be part of the Entry Form and, as already stated, will be available from a wide range of sources from early September.

The presentation of trophies will take place at 4.00pm on the Sunday afternoon following the Railway Modelling Competition during "ModelRail 194" which is to be held in the same venue.

Gary Arcus  
1994 Railway Modelling  
Competition Coordinator